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MEMORANDUM REPORT ARBRL-MR-03267

**AN ADVANCED COMMUNICATION SYSTEM FOR
APPLICATION TO RAILROAD SECURITY**

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May 1983



**US ARMY ARMAMENT RESEARCH AND DEVELOPMENT COMMAND
BALLISTIC RESEARCH LABORATORY
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use of this concept was very cost effective for reducing the number and severity of railroad crimes in the Detroit railroad yards.

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I. INTRODUCTION

The Ballistic Research Laboratory was commissioned by the Federal Railroad Administration (FRA) of the Department of Transportation (DOT) to implement and evaluate a pilot program designed to reduce the number and effects of acts of vandalism and cargo thefts in the railroad yards of the Detroit, Michigan, metropolitan area. The heart of the program was in providing the security forces of the railroads serving Detroit with an advanced communication system (ACS) so that the various individual railroad security forces could be combined into a cohesive unit which as a body could effectively react as one large cooperative force. It was anticipated that the surveillance effectiveness of this combined force would be substantially more effective than the individual effectiveness of the total security forces when each single force acts alone. The railroad companies involved were requested to forward to BRL data related to both vandalism and thefts. These data were then analyzed and compared to similar data received for a period of time prior to the implementation of the ACS. This report consists of the results of the study and recommendations for future efforts in this area.

II. BACKGROUND

The impetus for the study originated from the substantial losses incurred by railroad companies each year in the form of property damage and injuries to railroad train crews as a consequence of vandalism and property losses through thefts. Penn Central (now Conrail) estimated in the early 1970's that acts of vandalism were costing their railroad \$1.5 million annually, which did not include expenses associated with the operation of railroad security forces or the intangible costs of the loss of customer good will and clerical expense for processing damage claims.¹ In the case of cargo thefts, in the year 1975 losses totaled to \$13 million for class 1 railroads. In 1976, the Detroit, Michigan, metropolitan area, which is served by a large number of railroads, experienced 635 reported incidents of trains being stoned or shot at. Some of these incidents resulted in injuries, including one fatality. Furthermore, from July 1975 through July 1977, Detroit experienced an average of 3.5 known thefts daily, with an estimated per incident dollar value loss of \$1050. These losses were deemed to be of such significance to warrant the expenditure of funds to study methods to alleviate this serious problem.

Cargo thefts are assumed to be motivated by the desire of monetary gain, and some theorize that when a reduction in the economic well being of the community is experienced, such thefts will also increase proportionately. That is, the number of thefts will increase as the number of unemployed increases. More important, it may be accurate to subdivide the thefts according to those performed by inexperienced individuals and those performed by "professional" gangs. It would seem that the greatest loss per theft would be due to the latter. Consequently, it seems logical that an improved technique for detection and concentration of police power would be effective in combatting the effects in monetary terms of cargo thievery.

¹Charles E. Aylworth, "Vandalism Suppression by Helicopter," Naval Ammunition Depot, Crane, Indiana, January 1973.

Vandalism has been defined by Sanders and Welton as an act of destruction in which monetary "profit" is not a prime motive.² The average vandal chooses his target more by opportunity than design since the act is usually on an impulsive basis. Vandalistic acts have been found to be sporadic, unplanned and therefore unpredictable. Sanders and Welton found that the four major acts of vandalism common to railroads are: (1) stoning and shooting at trains; (2) tampering with switches, thus causing derailments; (3) damaging signals and crossing gates; and (4) the placing of obstructions on tracks. They noted in their study: "It has been pointed out that theoretical crime causation theories have not been of much value to the practical problem of crime prevention. It is felt that additional research into the 'why' of vandalism does not produce any major advances over what is already known. Thus, to do anything which might be effective requires some form of prevention and control."

The concept of crime prevention and control is based on two phases with respect to the vandal or thief. These are: (1) to deter the act while it is being contemplated and (2) to deter or apprehend before the act can be executed. The former is more than likely applicable to the vandal since the vandal is more afraid of being caught and is usually not considering the consequences of his contemplated act in terms of possible catastrophic results involving the railroad, railroad personnel, or passengers. Besides rehabilitative training following apprehension, the vandal should be deterred from performing the act if security forces are highly visible. The second phase is probably more applicable to the thief in that the target is usually chosen in terms of its vulnerability and monetary value. The thief will also be deterred by high police visibility, but this is partially neutralized because he usually takes in account the probability of being apprehended and the penalty if apprehended versus the monetary payoff if the theft is successful. In the case of the thief, especially the "professional" thief, apprehension is paramount. In all cases, the ACS must be characterized by an ability to respond quickly, be flexible in its mode of response, and be capable of augmenting complementary security forces if required. On the practical side, the ACS must be cost effective and easily adopted by railroad security forces.

Current radio communication systems for railroads are primarily for the purpose of direction and control of train and yard operations. The assigned radio frequencies are available to yardmasters, tower personnel, locomotive engineers, crew members, car inspectors, section crews and other persons working in the yard, all in addition to members of the railroad security force. Many railroads are assigned radio frequencies common to one or more other railroads, which greatly magnifies the problem. Therefore, the utilization of the radio frequencies is usually extensive and places the security force in severe competition with others for radio time.

This situation prevents the railroad security force from performing its function with a high degree of effectiveness. For example, since the communication system is not secure, radio communication is not very useful for special assignments such as stakeouts, surveillances, etc. Radio communication under these circumstances has limited use during protective operations of high-valued shipments and sensitive cargo. The lack of system availability

²Mark Sanders and John Welton, "Vandalism," Naval Ammunition Depot, Crane, Indiana, July 1972.

can prevent the railroad security officer from obtaining assistance when needed or to obtain criminal background reports on detained suspects. Current procedures consume an extreme amount of time when a member of a security force for one railroad wishes to relay information to the security force of another railroad. That is, the security officer must contact his security dispatcher via the radio, who in turn contacts the security dispatcher of the other railroad. That security dispatcher then forwards the information to his security force. This tremendous time delay severely hampers railroad security forces in their efforts to assist one another in emergencies or in the apprehension of fleeing suspects. The ACS is designed to remove the most serious defects in current capabilities and procedures and thereby improve the effectiveness of railroad security.

III. THE APPROACH FOR THE PILOT STUDY OF THE ACS

The advanced communication system (ACS) proposed consists of three major components. These are: (1) the availability of radio frequency bands dedicated to railroad-security-force functions, (2) an agreement between various railroad companies to participate in a unified security operation, and (3) the procurement of advanced radio communication equipment. Once the system was conceived, it was decided that a pilot evaluation study was needed to ascertain the cost effectiveness of the system in terms of its ability to enable railroad security forces to reduce the number and/or the effects from both vandalism and thievery. In this regard, the Detroit, Michigan, railroad yard was chosen as the area in which the pilot study would be conducted. The following five railroad companies servicing the Detroit area agreed to participate in the operation: (1) the Chessie System, (2) Conrail, (3) the Detroit-Toledo-Ironton Railroad, (4) the Grand Trunk and Western Railroad, and (5) the Norfolk and Western Railroad. These companies applied to the Federal Communications Commission (FCC) for the two additional radio frequency bands required for the ACS (one UHF and one VHF). Once these were allocated, the advanced radio communication equipment was ordered by the BRL. After the equipment was delivered in Detroit in January 1980, five months were required to make modifications, install equipment, and to familiarize the police officers with the use of the equipment. The system became operational on June 1, 1980.

The advanced communication equipment consists of four components which are as follows: (1) a VHF Base Station for communication from a stationary central location, (2) mobile radio units with channel scan units for scanning four channels, including the newly assigned VHF frequency, (3) UHF Repeaters which are attached to the mobile radio units and enable two way "pass-through" transmissions between the base station and a security officer on foot with the remaining component, (4) a hand-held transmitter-receiver unit ("Handi-Talkie"). As indicated in Figure 1, the base station has direct communication with all of the mobile radio units and therefore enables messages to be transmitted easily between the various mobile radio units. When an officer operates on foot away from the mobile radio unit, contact can be maintained with the communication system through the use of the Handi-Talkie and the UHF Repeater as indicated in Figure 2. When the officer removes the Handi-Talkie from its holder/charger, the UHF Repeater is automatically activated. When the officer initiates a call, the UHF Repeater forwards the message to the base station or to other mobile radio units. The frequency

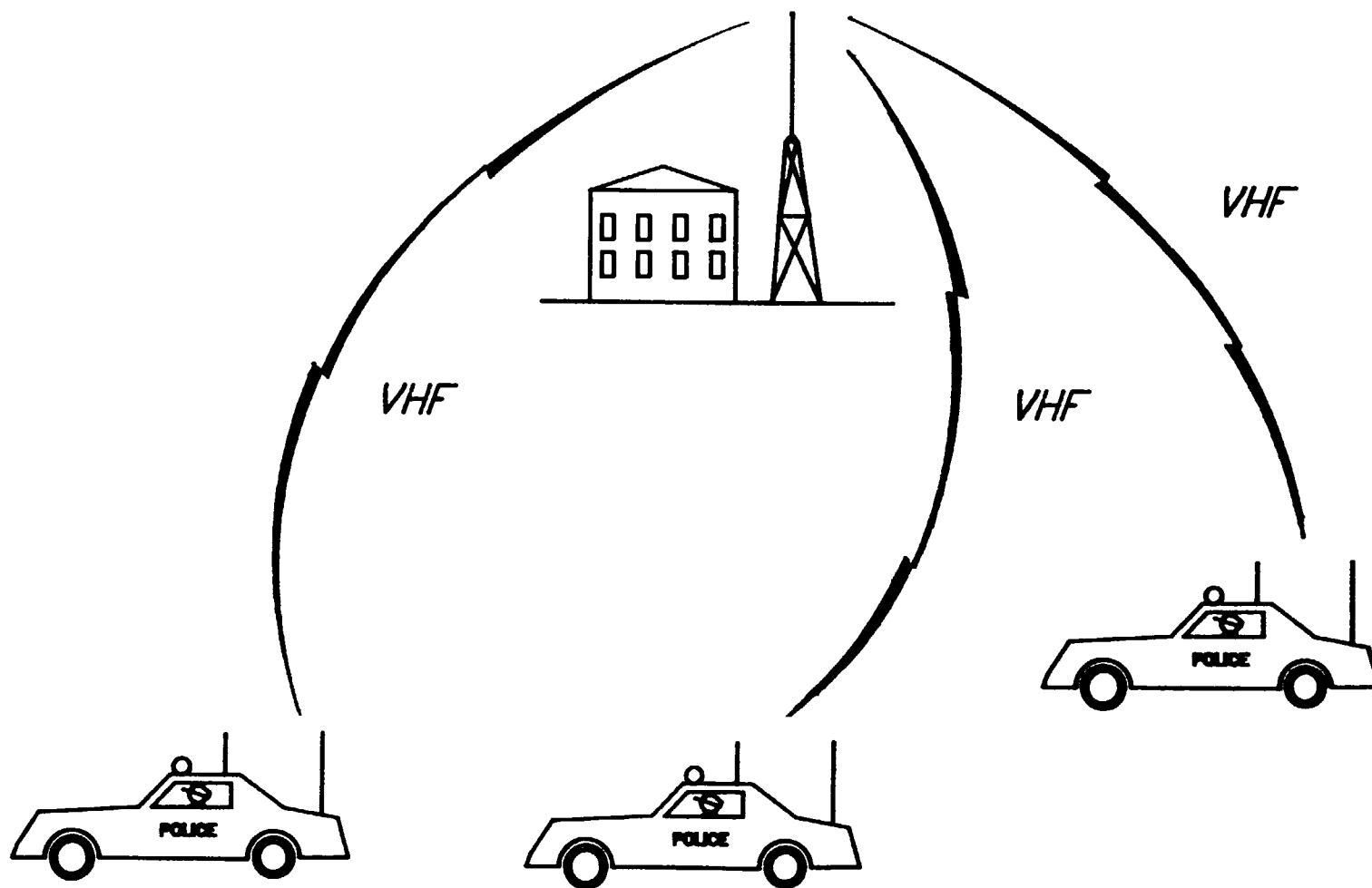


Figure 1. Communication Between Central Dispatch and Vehicle.

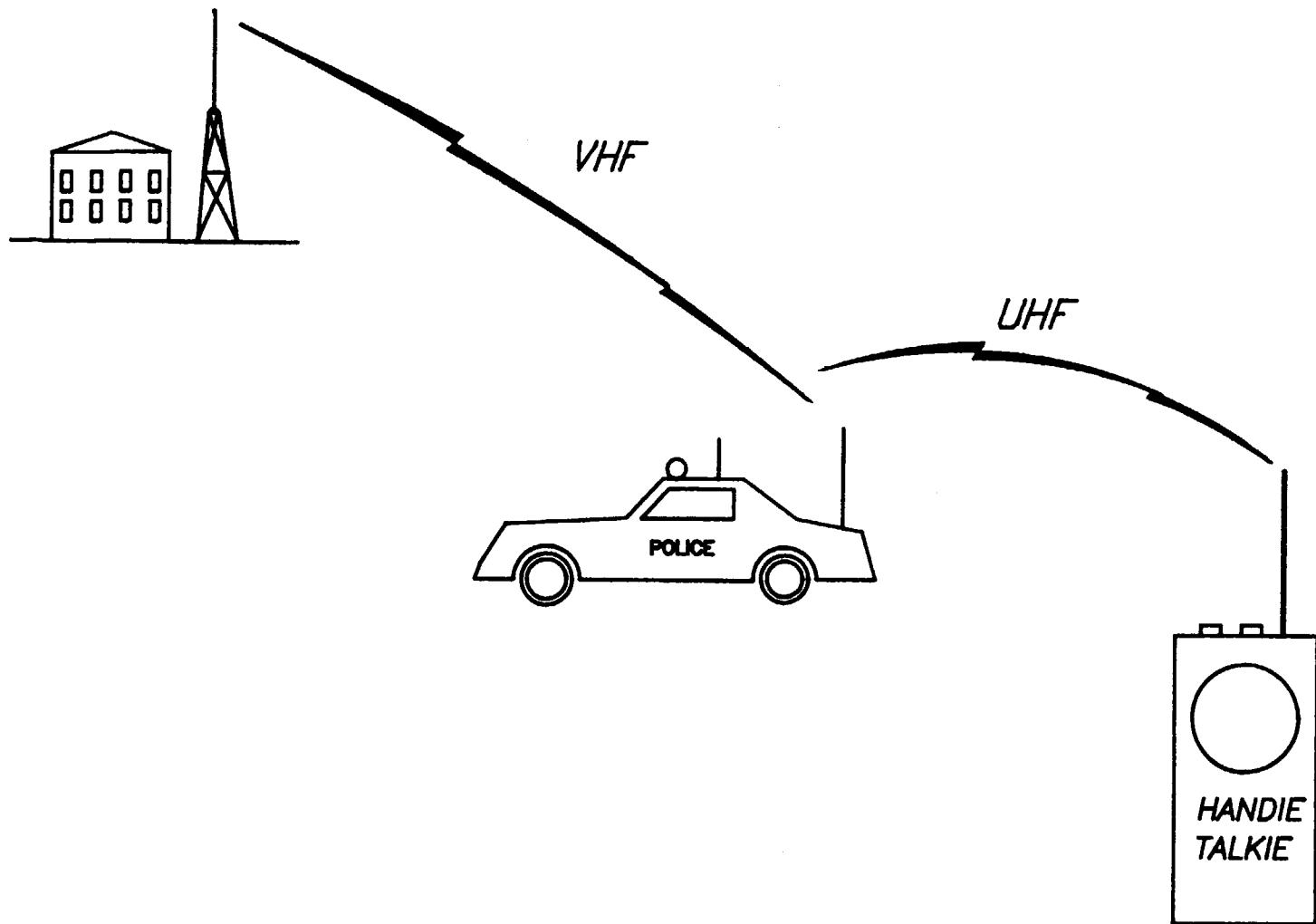


Figure 2. Communication Between Central Dispatch and Portable.

channel used depends on the setting of a selector switch on the Handi-Talkie. When the Handi-Talkie is replaced in the holder/charger, the UHF Repeater is automatically disabled. As indicated in Figure 3, two or more officers can communicate while on foot using their Handi-Talkies without "keying" up the UHF Repeater by placing the channel selector switch on the Handi-Talkies in the "off" position. The four channels available to the mobile radio units are continuously being scanned, and when a call is received on any of the four channels, the mobile radio unit can respond. If the call is on the new VHF common channel, which is the priority channel, scanning is discontinued until that channel is clear. This assures that emergency transmissions are heard. The equipment provides for both lateral and vertical communication among the three levels of security force operations - the VHF base station, the mobile radio units, and officers operating on foot.

To assess the effectiveness of the security forces while using the ACS, data for vandalism and thefts in the Detroit, Michigan, area were compiled over a two-year period before June 1, 1980, the date the ACS became operational, and a two-year period following that date. The data were categorized according to geographical sections as indicated in Figure 4. The region of interest was divided by concentric circles marking out zones designated A through I. The region was further divided by equally portioned areas which were designated numerically 1 through 8. The monthly reports to BRL on vandalism are presented in Appendix A, where the number of incidents are listed as a function of the day of the week, the time of day, the type of act, the zone, and the area. As shown in Appendix B, similar data were collated for thefts. The total monthly value of losses in dollars are also included.

IV. ANALYSIS AND CONCLUSIONS

The data concerning incidences of vandalism and theft were collected by the railroad security forces of the Detroit area and forwarded to the BRL on a monthly basis. These data were then placed in a computer and continuously summed in preparation for analysis. Tables 1 through 5 present the data collected for the four-year period and constitute evidence which indicates that the ACS has enabled the railroad security in the Detroit area to become significantly more efficient.

Table 1 presents the numerical sums of incidences of vandalism as functions of geographical areas and zones. The highest numbers of acts of vandalism occurred in areas 1, 5, and 6. The obvious reason for this is that these areas contain the greatest amount of railroad track. Significant reductions in the number of acts of vandalism occurred in zones A through E, but significant increases in the number of acts occurred in the remaining outer three zones. This indicates that the effect of the ACS was to force the vandals to retreat from the center of the region to more isolated portions to avoid detection and apprehension. In every area the number of acts were reduced except in areas 5, 6, and 7, with 6 and 7 only slightly greater.

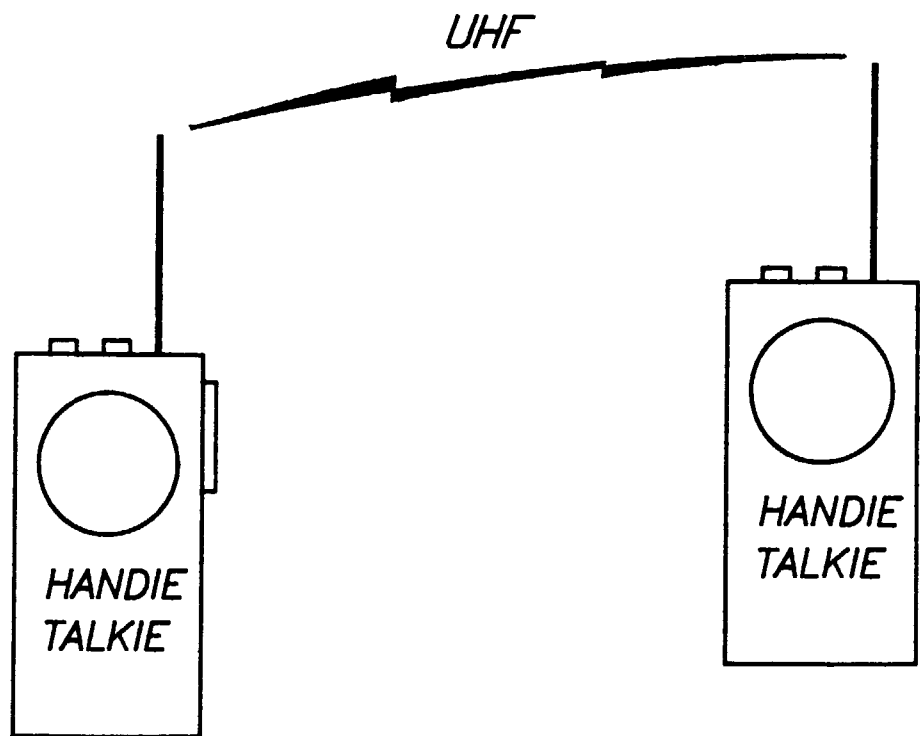


Figure 3. Communication Path Between Portable Radios

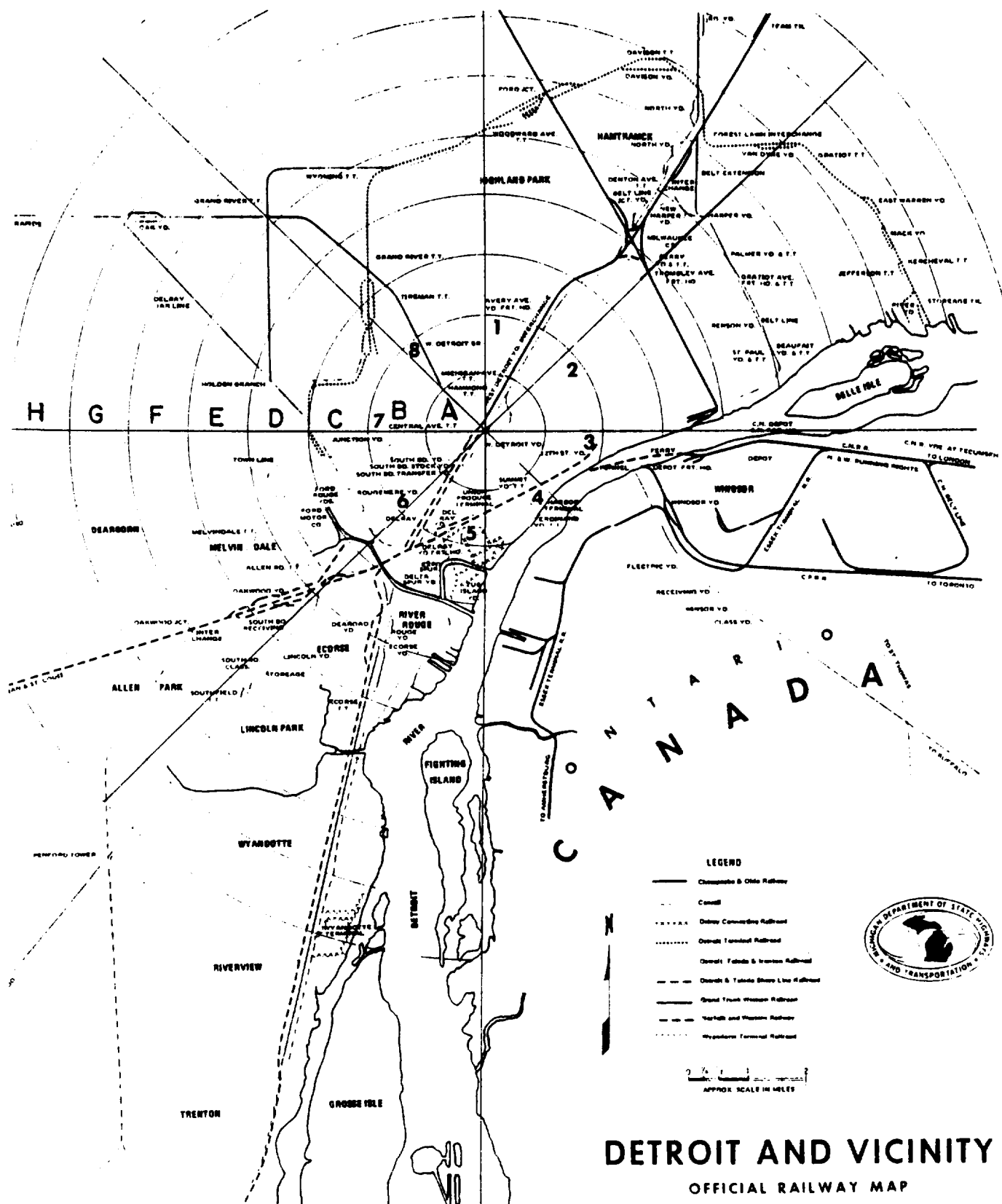


Figure 4. Detroit Area Railway Map.

TABLE 1: NUMERICAL SUMS OF INCIDENCES OF VANDALISM FOR GEOGRAPHICAL AREAS AND ZONES

BEFORE JUNE 1, 1980									
ZONE	1	2	3	4	5	6	7	8	Total
A	10	1	0	1	10	13	0	0	35
B	6	1	5	59	21	10	1	0	103
C	2	0	2	3	26	34	1	0	68
D	1	2	0	0	23	6	1	0	33
E	22	5	1	1	92	10	9	1	141
F	30	9	0	0	75	15	5	1	135
G	19	0	0	0	34	9	9	0	71
<u>H</u>	<u>38</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>20</u>	<u>51</u>	<u>4</u>	<u>6</u>	119
Total	128	18	8	64	301	148	30	8	

AFTER JUNE 1, 1980										
ZONE	1	2	3	4	5	6	7	8	Total	Change %
A	7	4	0	0	1	9	0	0	21	-40
B	7	3	5	5	66	1	0	0	87	-16
C	1	1	0	0	30	2	0	0	34	-50
D	3	0	0	0	9	5	0	0	17	-48
E	8	0	0	0	70	1	5	1	85	-40
F	30	3	0	0	62	69	14	0	178	+32
G	19	1	0	0	61	18	12	0	111	+56
<u>H</u>	<u>29</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>68</u>	<u>46</u>	<u>17</u>	<u>0</u>	<u>161</u>	+35
Total	104	12	5	6	367	151	48	1		
Change %	-19	-33	-38	-91	+22	+2	+6	-88		

Table 2 presents the numerical sums of incidences of vandalism as functions of the day of the week, the time of day, and the type of act. The greatest increase in the number of acts occurred on Sunday, and the greatest reduction occurred on Wednesday. This appears to be in line with the above observation about the movement of the vandals to the outskirts of the region, in that with the reduced activity of the population on Sunday, the average vandal may have a greater opportunity to perform his act without detection than in the busiest portion of the week. The greatest increase in the number of vandalistic acts occurred in the time period from midnight to 3 A.M. with significant reductions occurring during the daylight hours. The number of stonings of trains increased by 35%, but the number of instances of damage to track and signals was reduced by 19% and the number of train shootings was reduced by 40%. The total number of acts of vandalism remained essentially the same, but the trade-off between types of vandalism is clearly in favor of the railroads. The stoning of trains is a relatively mild form of vandalism, while the shooting of trains or tampering with track and signals can lead to far more serious consequences.

Table 3 presents the numerical sums of incidences of theft for geographical areas and zones. A significant reduction in the number of thefts was realized in every zone. Similar reductions are indicated in Table 4, which presents the numerical sums as a function of the day of the week, the time of day, and the commodity. The most significant result is the 49% reduction in the theft of tires and auto parts and the 37% increase in the theft of food stuff. The summary of the comparison of vandalism and theft data presented in Table 5 indicates the bottom line in evaluating the effect of the ACS. That is, the dollar loss due to thefts was reduced by \$713,293 or 58%, whereas the cost of the ACS system was \$100,000. It is also significant that the number of arrests due to theft was reduced by 67%. These results indicate the most important characteristic of the effect of the ACS. That is, the security forces, with the improved communication, can concentrate on the more serious problems. Since the theft of tires and auto parts was reduced, the food stuff thefts increased, and the total dollar loss was significantly reduced, the security force clearly concentrated on protecting the more expensive cargo. The fewer number of arrests also adds evidence to support this conclusion in that thieves intent on stealing relatively inexpensive items did not receive as much attention as they did previously.

The conclusions which can be drawn as a result of this evaluation are:

- (1) The effect of the ACS on the occurrence of vandalism was to cause a shift from the more serious act, shooting of trains and tampering with tracks and signals, to the stoning of trains.
- (2) The effect on thievery was to enable the security forces to concentrate their resources on the more serious type of thefts, which led to a 58% reduction in dollar losses. Thus, the system is shown to be very cost effective since an investment of \$100,000 for the advanced communication system resulted in a saving of approximately \$713,293 over a two-year period and lessened the seriousness of vandalistic acts. Also, officer safety has been enhanced, as nearby police units can be immediately summoned in dangerous situations. All participating forces are also able to access the national data bases contained in LEIN/NCIC. This is carried out through Grand Trunk dispatch, which provides terminal services. This means that officers are now able to receive instantaneous information on wanted felons, information which has proved critical in identifying such dangerous people on railroad property.

TABLE 2: NUMERICAL SUMS OF INCIDENCES OF VANDALISM FOR DAYS OF WEEK,
TIME OF DAY, AND TYPE OF ACTS.

DAY OF WEEK	2 YRS BEFORE JUNE 1, 1980	2 YRS AFTER JUNE 1, 1980	CHANGE %
SUNDAY	74	96	+30
MONDAY	123	133	+ 8
TUESDAY	88	83	- 6
WEDNESDAY	116	65	-44
THURSDAY	97	94	- 3
FRIDAY	107	121	+13
SATURDAY	<u>100</u>	<u>102</u>	<u>+ 2</u>
	705	694	-1.6%
TIME OF DAY			
0000-3000	29	55	+90
3000-6000	19	19	0
6000-9000	65	97	+49
9000-1200	82	67	-18
1200-1500	83	68	-18
1500-1800	173	154	-11
1800-2100	195	165	-15
2100-2400	59	69	+17
CATEGORY			
TRACK AND SIGNALS	338	273	-19
SWITCH TAMPERING	33	33	0
TRACK OBSTRUCTION	110	100	- 9
STONING OF TRAINS	204	276	+35
SHOOTING OF TRAINS	20	12	-40

TABLE 3: NUMERICAL SUMS OF INCIDENCES OF THEFTS FOR GEOGRAPHICAL AREAS AND ZONES

BEFORE JUNE 1,1980											
	AREA	1	2	3	4	5	6	7	8	Total	
ZONE	A	83	58	0	1	149	157	0	0	448	
	B	116	12	99	4	80	92	1	0	404	
	C	16	0	0	0	124	79	63	4	286	
	D	0	6	1	0	11	65	1	0	84	
	E	34	18	0	0	154	221	0	0	427	
	F	371	32	0	0	30	23	18	2	476	
	G	137	2	0	0	1	0	32	0	172	
	H	2	1	0	0	6	20	30	12	71	
Total	759	129	100	5	555	657	145	18			
AFTER JUNE 1, 1980											
	AREA	1	2	3	4	5	6	7	8	Total	Change %
ZONE	A	194	6	0	5	14	124	0	0	343	-23
	B	38	0	51	2	96	13	0	0	200	-50
	C	2	0	0	0	69	48	3	1	123	-57
	D	3	4	0	0	3	30	0	0	40	-52
	E	22	0	0	0	168	90	1	0	281	-34
	F	277	2	0	0	7	81	30	0	397	-17
	G	63	0	0	0	5	0	10	0	78	-55
	H	0	0	0	0	9	11	5	0	25	-65
Total	599	12	51	7	371	397	49	1			
Change %		-24	-91	-49	+40	-33	-40	-66	-94		

TABLE 4: NUMERICAL SUMS OF INCIDENCES OF THEFTS FOR DAYS OF WEEK,
TIME OF DAY, AND COMMODITY.

DAY OF WEEK	2 YRS BEFORE JUNE 1, 1980	2 YRS AFTER JUNE 1, 1980	CHANGE %
SUNDAY	292	227	-22
MONDAY	293	220	-25
TUESDAY	363	209	-42
WEDNESDAY	370	196	-47
THURSDAY	360	207	-43
FRIDAY	359	212	-41
SATURDAY	331	215	-35
TIME OF DAY			
0000-3000	273	213	-22
3000-6000	215	165	-23
6000-9000	207	94	-55
9000-1200	342	202	-41
1200-1500	364	232	-36
1500-1800	351	190	-46
1800-2100	391	208	-47
2100-2400	225	183	-19
COMMODITY			
TIRES AND AUTO PARTS	1898	967	-49
FOOD STUFF	118	162	+37
WHISKEY	114	89	-22
FURNITURE	17	18	+ 6
MISCELLANEOUS	221	251	+14

TABLE 5: SUMMARY OF COMPARISONS FOR VANDALISM AND THEFT DATA

THEFTS			
	2 YRS BEFORE JUNE 1, 1980	2 YRS AFTER JUNE 1, 1980	CHANGE %
TOTAL REPORTS	2368	1487	-37
TOTAL VALUE	\$1,227,030	\$513,737	-58
ARRESTS	364	119	-67
VANDALISM			
TOTAL REPORTS	705	694	-1.6

V. RECOMMENDATIONS

The study can be continued to yield additional insight into the improved ability of the security forces to effectively neutralize criminal activities. For example, it would be possible to further isolate those areas where the more serious criminal activity occurs if the number of specific types of thefts as a function of zone and area were recorded. It would also be useful if the loss in terms of dollars for each theft were recorded. The same sort of improvement in data for vandalism would be the reporting of the type of vandalistic act as a function of time of day and location.

The data collection effort should be initiated wherever an ACS has been instituted. The reason for this is that by monitoring the changes in the data, the security force can determine precisely those areas where resources should be concentrated to minimize losses. Another area which could use improvement is the security of the radio transmissions. Some method should be developed to secure the system from outside persons, especially criminals who are in the act of stealing or contemplating a theft. This may be possible by including in the system a means of electronically scrambling the transmitted messages.

ACKNOWLEDGMENTS

The author wishes to express his sincere thanks to Mr. Robert E. Richard, Director of Security, Grand Trunk Western Railroad Company, for his cooperation in compiling the data used in this study and for his extremely constructive comments.

APPENDIX A

MONTHLY DATA REPORTS ON VANDALISM IN THE DETROIT AREA

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF JUNE 1978

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	2	0001-0300	0
MONDAY	3	0301-0600	0
TUESDAY	8	0601-0900	3
WEDNESDAY	3	0901-1200	4
THURSDAY	5	1201-1500	10
FRIDAY	5	1501-1800	5
SATURDAY	5	1801-2100	8
		2101-2400	1

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	6
SWITCH TAMPERING	2
TRACK OBSTRUCTION	3
STONING OF TRAINS	19
SHOOTING OF TRAINS	1

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	1	0	0	0	1	3	3	9
2	0	0	0	0	0	1	0	0	1
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	3	1	1	4	0	0	0	9
6	5	2	0	0	0	0	4	1	12
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	6	6	1	1	4	2	7	4	31

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF JULY 1978

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	2	0001-0300	4
MONDAY	9	0301-0600	0
TUESDAY	2	0601-0900	5
WEDNESDAY	8	0901-1200	6
THURSDAY	6	1201-1500	3
FRIDAY	4	1501-1800	7
SATURDAY	5	1801-2100	10
		2101-2400	1

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	13
SWITCH TAMPERING	0
TRACK OBSTRUCTION	10
STONING OF TRAINS	5
SHOOTING OF TRAINS	8

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	1	1	0	1	3
2	0	0	0	0	2	1	0	0	3
3	0	0	1	0	1	0	0	0	2
4	0	1	0	0	1	0	0	0	2
5	0	1	2	1	2	2	0	1	9
6	0	0	6	2	0	1	0	1	10
7	0	0	0	0	1	1	3	0	5
8	0	0	0	0	1	1	0	0	2
TOTAL	0	2	9	3	9	7	3	3	36

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF AUGUST 1978

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	4	0001-0300	1
MONDAY	5	0301-0600	3
TUESDAY	6	0601-0900	5
WEDNESDAY	11	0901-1200	3
THURSDAY	9	1201-1500	8
FRIDAY	3	1501-1800	9
SATURDAY	2	1801-2100	9
		2101-2400	2

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	7
SWITCH TAMPERING	1
TRACK OBSTRUCTION	6
STONING OF TRAINS	26
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	1	7	1	2	11
2	0	0	0	0	0	1	0	0	1
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	1	0	1	2	1	4	0	0	9
6	1	0	5	0	1	1	0	1	9
7	0	0	0	1	0	0	4	0	5
8	0	0	0	0	0	0	0	5	5
TOTAL	2	0	6	3	3	13	5	8	40

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF SEPTEMBER 1978

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	2	0001-0300	3
MONDAY	7	0301-0600	0
TUESDAY	4	0601-0900	4
WEDNESDAY	2	0901-1200	5
THURSDAY	2	1201-1500	1
FRIDAY	4	1501-1800	2
SATURDAY	5	1801-2100	11
		2101-2400	0

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	12
SWITCH TAMPERING	1
TRACK OBSTRUCTION	2
STONING OF TRAINS	11
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	1	3	0	1	1	6
2	1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	2	1	6	2	0	11
6	0	0	7	0	1	0	0	0	8
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	1	0	7	3	5	6	3	1	26

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF OCTOBER 1978

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	2	0001-0300	1
MONDAY	7	0301-0600	1
TUESDAY	4	0601-0900	0
WEDNESDAY	7	0901-1200	3
THURSDAY	5	1201-1500	7
FRIDAY	3	1501-1800	11
SATURDAY	6	1801-2100	6
		2101-2400	5

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	13
SWITCH TAMPERING	1
TRACK OBSTRUCTION	1
STONING OF TRAINS	18
SHOOTING OF TRAINS	1

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	1	0	0	1	1	1	4
2	0	0	0	0	0	0	0	0	0
3	0	0	1	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0
5	1	2	0	0	8	6	1	0	18
6	0	0	7	1	1	2	0	0	11
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	1	2	9	1	9	9	2	1	34

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF NOVEMBER 1978

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	5	0001-0300	1
MONDAY	10	0301-0600	0
TUESDAY	2	0601-0900	3
WEDNESDAY	2	0901-1200	0
THURSDAY	1	1201-1500	3
FRIDAY	6	1501-1800	9
SATURDAY	3	1801-2100	10
		2101-2400	3

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	13
SWITCH TAMPERING	2
TRACK OBSTRUCTION	4
STONING OF TRAINS	10
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	1	0	0	0	0	0	1
2	0	0	0	0	0	3	0	0	3
3	0	1	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	1
5	1	0	0	2	6	3	0	1	13
6	3	2	2	0	3	0	0	0	10
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	5	3	3	2	9	6	0	1	29

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF DECEMBER 1978

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	2	0001-0300	0
MONDAY	1	0301-0600	0
TUESDAY	1	0601-0900	5
WEDNESDAY	8	0901-1200	1
THURSDAY	1	1201-1500	2
FRIDAY	5	1501-1800	6
SATURDAY	4	1801-2100	6
		2101-2400	2

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	12
SWITCH TAMPERING	0
TRACK OBSTRUCTION	6
STONING OF TRAINS	4
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	0	0	0	2	0	0	1	4
2	0	0	0	0	0	1	0	0	1
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	2	0	1	1	5	5	1	0	15
6	1	0	0	0	0	1	0	0	2
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	4	0	1	1	7	7	1	1	22

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF JANUARY 1979

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	3	0001-0300	1
MONDAY	7	0301-0600	1
TUESDAY	3	0601-0900	7
WEDNESDAY	0	0901-1200	2
THURSDAY	4	1201-1500	3
FRIDAY	3	1501-1800	5
SATURDAY	6	1801-2100	5
		2101-2400	2

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	19
SWITCH TAMPERING	1
TRACK OBSTRUCTION	4
STONING OF TRAINS	1
SHOOTING OF TRAINS	1

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	1	1	1	0	3
2	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0
5	0	0	0	4	2	10	2	1	19
6	0	0	1	0	0	0	0	1	2
7	0	0	1	0	0	0	0	0	1
8	0	0	0	0	0	0	0	0	0
TOTAL	0	1	2	4	3	11	3	2	26

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF FEBRUARY 1979

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	2	0001-0300	1
MONDAY	3	0301-0600	0
TUESDAY	1	0601-0900	4
WEDNESDAY	3	0901-1200	2
THURSDAY	4	1201-1500	3
FRIDAY	6	1501-1800	2
SATURDAY	5	1801-2100	8
		2101-2400	4

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	13
SWITCH TAMPERING	1
TRACK OBSTRUCTION	3
STONING OF TRAINS	5
SHOOTING OF TRAINS	2

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	0	0	0	1	0	1	0	3
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	1	0	1	4	5	2	1	14
6	0	5	0	1	0	0	0	1	7
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	1	6	0	2	5	5	3	2	24

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF MARCH 1979

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	7	0001-0300	1
MONDAY	2	0301-0600	0
TUESDAY	6	0601-0900	0
WEDNESDAY	4	0901-1200	9
THURSDAY	5	1201-1500	10
FRIDAY	10	1501-1800	8
SATURDAY	4	1801-2100	8
		2101-2400	2

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	15
SWITCH TAMPERING	5
TRACK OBSTRUCTION	6
STONING OF TRAINS	11
SHOOTING OF TRAINS	1

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	1	0	0	5	6
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	5	0	1	7	1	2	3	19
6	0	0	1	2	1	0	2	5	11
7	0	0	0	0	1	0	0	1	2
8	0	0	0	0	0	0	0	0	0
TOTAL	0	5	1	3	10	1	4	14	38

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF APRIL 1979

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	5	0001-0300	2
MONDAY	2	0301-0600	0
TUESDAY	3	0601-0900	0
WEDNESDAY	2	0901-1200	2
THURSDAY	4	1201-1500	1
FRIDAY	4	1501-1800	8
SATURDAY	4	1801-2100	7
		2101-2400	4

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	7
SWITCH TAMPERING	2
TRACK OBSTRUCTION	9
STONING OF TRAINS	6
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	0	1	2	2	5
2	0	0	0	0	2	0	0	0	2
3	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	1	1	1	3
6	0	0	0	0	0	2	1	9	12
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	1	1
TOTAL	0	1	0	0	2	4	4	13	24

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF MAY 1979

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	3	0001-0300	2
MONDAY	3	0301-0600	2
TUESDAY	7	0601-0900	1
WEDNESDAY	9	0901-1200	3
THURSDAY	5	1201-1500	1
FRIDAY	5	1501-1800	8
SATURDAY	2	1801-2100	13
		2101-2400	4

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	16
SWITCH TAMPERING	3
TRACK OBSTRUCTION	7
STONING OF TRAINS	8
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	1	1	1	2	5
2	0	0	0	1	1	2	0	0	4
3	0	0	0	0	0	0	0	0	0
4	0	11	0	0	0	0	0	0	11
5	0	0	1	0	1	0	0	1	3
6	0	0	1	0	0	2	1	7	11
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	0	11	2	1	3	5	2	10	34

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF JUNE 1979

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	7	0001-0300	1
MONDAY	7	0301-0600	2
TUESDAY	5	0601-0900	1
WEDNESDAY	11	0901-1200	2
THURSDAY	1	1201-1500	1
FRIDAY	7	1501-1800	2
SATURDAY	1	1801-2100	16
		2101-2400	14

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	33
SWITCH TAMPERING	2
TRACK OBSTRUCTION	0
STONING OF TRAINS	4
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	0	0	0	3	3
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	20	0	0	0	0	0	0	20
5	0	0	5	1	0	2	0	0	8
6	0	0	0	0	0	4	0	4	8
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	0	20	5	1	0	6	0	7	39

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF JULY 1979

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	3	0001-0300	0
MONDAY	5	0301-0600	4
TUESDAY	2	0601-0900	2
WEDNESDAY	5	0901-1200	2
THURSDAY	2	1201-1500	2
FRIDAY	5	1501-1800	5
SATURDAY	2	1801-2100	7
		2101-2400	2

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	18
SWITCH TAMPERING	0
TRACK OBSTRUCTION	4
STONING OF TRAINS	2
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	0	0	0	1	0	0	0	2
2	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	1
4	0	6	0	0	0	0	0	0	6
5	0	0	3	1	2	2	3	1	12
6	0	0	0	0	0	1	0	0	1
7	0	1	0	0	1	0	0	0	2
8	0	0	0	0	0	0	0	0	0
TOTAL	1	8	3	1	4	3	3	1	24

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF AUGUST 1979

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	1	0001-0300	3
MONDAY	7	0301-0600	1
TUESDAY	7	0601-0900	4
WEDNESDAY	12	0901-1200	3
THURSDAY	4	1201-1500	6
FRIDAY	6	1501-1800	9
SATURDAY	1	1801-2100	9
		2101-2400	3

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	24
SWITCH TAMPERING	3
TRACK OBSTRUCTION	5
STONING OF TRAINS	6
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	2	3	0	0	0	2	0	4	11
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	11	0	0	0	0	0	0	11
5	0	1	4	0	0	2	2	1	10
6	0	0	1	0	3	0	0	1	5
7	0	0	0	0	0	1	0	0	1
8	0	0	0	0	0	0	0	0	0
TOTAL	2	15	5	0	3	5	2	6	38

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF SEPTEMBER 1979

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	1	0001-0300	2
MONDAY	3	0301-0600	1
TUESDAY	7	0601-0900	1
WEDNESDAY	5	0901-1200	2
THURSDAY	9	1201-1500	4
FRIDAY	2	1501-1800	12
SATURDAY	6	1801-2100	10
		2101-2400	1

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	20
SWITCH TAMPERING	2
TRACK OBSTRUCTION	4
STONING OF TRAINS	7
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	0	0	0	0	1	4	6	12
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	10	0	0	0	0	0	0	10
5	0	1	0	0	3	0	0	0	4
6	0	0	0	0	0	0	0	6	6
7	0	0	0	0	0	0	0	1	1
8	0	0	0	0	0	0	0	0	0
TOTAL	1	11	0	0	3	1	4	13	33

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF OCTOBER 1979

WEEKDAY	VERSUS NUMBER	DAYTIME INTERVALS	VERSUS NUMBER
SUNDAY	5	0001-0300	0
MONDAY	3	0301-0600	0
TUESDAY	2	0601-0900	1
WEDNESDAY	3	0901-1200	10
THURSDAY	5	1201-1500	1
FRIDAY	7	1501-1800	8
SATURDAY	3	1801-2100	5
		2101-2400	3

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	13
SWITCH TAMPERING	2
TRACK OBSTRUCTION	6
STONING OF TRAINS	6
SHOOTING OF TRAINS	1

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE	A	B	C	D	E	F	G	H	TOTAL
AREA									
1	0	0	0	0	3	0	1	1	5
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	1	1	1	0	5	6	3	3	20
6	0	1	0	0	0	1	0	1	3
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	1	2	1	0	8	7	4	5	28

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF NOVEMBER 1979

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	3	0001-0300	1
MONDAY	6	0301-0600	0
TUESDAY	3	0601-0900	4
WEDNESDAY	6	0901-1200	4
THURSDAY	4	1201-1500	1
FRIDAY	2	1501-1800	5
SATURDAY	3	1801-2100	11
		2101-2400	1

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	9
SWITCH TAMPERING	0
TRACK OBSTRUCTION	8
STONING OF TRAINS	10
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	0	0	0	3	0	2	3	9
2	0	0	0	1	0	0	0	0	1
3	0	1	0	0	0	0	0	0	1
4	0	0	3	0	0	0	0	0	3
5	1	0	0	0	1	4	2	1	9
6	0	0	0	0	0	0	0	2	2
7	0	0	0	0	2	0	0	0	2
8	0	0	0	0	0	0	0	0	0
TOTAL	2	1	3	1	6	4	4	6	27

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF DECEMBER 1979

WEEKDAY	VERSUS NUMBER	DAYTIME INTERVALS	VERSUS NUMBER
SUNDAY	3	0001-0300	0
MONDAY	5	0301-0600	2
TUESDAY	0	0601-0900	3
WEDNESDAY	0	0901-1200	0
THURSDAY	2	1201-1500	2
FRIDAY	2	1501-1800	7
SATURDAY	8	1801-2100	5
		2101-2400	1

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	7
SWITCH TAMPERING	1
TRACK OBSTRUCTION	4
STONING OF TRAINS	7
SHOOTING OF TRAINS	1

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE	A	B	C	D	E	F	G	H	TOTAL
AREA									
1	0	0	0	0	0	2	1	0	3
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	2	0	1	1	2	2	4	2	14
6	0	0	2	0	0	0	0	1	3
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	2	0	3	1	2	4	5	3	20

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF JANUARY 1980

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	2	0001-0300	2
MONDAY	7	0301-0600	0
TUESDAY	4	0601-0900	0
WEDNESDAY	3	0901-1200	1
THURSDAY	1	1201-1500	3
FRIDAY	5	1501-1800	11
SATURDAY	7	1801-2100	12
		2101-2400	0

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	17
SWITCH TAMPERING	1
TRACK OBSTRUCTION	4
STONING OF TRAINS	7
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	1	0	0	0	3	0	1	5
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	1	0	0	0	9	5	4	2	21
6	0	0	0	0	0	0	0	1	1
7	0	0	0	0	0	0	1	1	2
8	0	0	0	0	0	0	0	0	0
TOTAL	1	1	0	0	9	8	5	5	29

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF FEBRUARY 1980

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	1	0001-0300	1
MONDAY	4	0301-0600	0
TUESDAY	3	0601-0900	0
WEDNESDAY	2	0901-1200	4
THURSDAY	4	1201-1500	3
FRIDAY	3	1501-1800	8
SATURDAY	3	1801-2100	4
		2101-2400	0

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	14
SWITCH TAMPERING	1
TRACK OBSTRUCTION	2
STONING OF TRAINS	3
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	1	0	0	0	1
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	1	1	0	10	2	0	0	14
6	0	0	0	0	0	0	0	3	3
7	0	0	0	0	0	0	1	1	2
8	0	0	0	0	0	0	0	0	0
TOTAL	0	1	1	0	11	2	1	4	20

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF MARCH 1980

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	2	0001-0300	1
MONDAY	4	0301-0600	0
TUESDAY	2	0601-0900	2
WEDNESDAY	4	0901-1200	7
THURSDAY	3	1201-1500	3
FRIDAY	5	1501-1800	10
SATURDAY	6	1801-2100	3
		2101-2400	0

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	13
SWITCH TAMPERING	0
TRACK OBSTRUCTION	5
STONING OF TRAINS	7
SHOOTING OF TRAINS	1

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	1	0	0	2	0	0	0	4
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	5	4	0	6	3	2	1	21
6	1	0	0	0	0	0	0	0	1
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	2	6	4	0	8	3	2	1	26

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF APRIL 1980

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	6	0001-0300	0
MONDAY	7	0301-0600	1
TUESDAY	1	0601-0900	5
WEDNESDAY	5	0901-1200	6
THURSDAY	6	1201-1500	2
FRIDAY	3	1501-1800	10
SATURDAY	5	1801-2100	6
		2101-2400	3

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	9
SWITCH TAMPERING	1
TRACK OBSTRUCTION	6
STONING OF TRAINS	15
SHOOTING OF TRAINS	2

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	0	3	0	2	5
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	1	9	3	2	0	15
6	2	0	1	0	0	0	1	2	6
7	0	0	0	0	4	3	0	0	7
8	0	0	0	0	0	0	0	0	0
TOTAL	2	0	1	1	13	9	3	4	33

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF MAY 1980

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	1	0001-0300	1
MONDAY	6	0301-0600	1
TUESDAY	5	0601-0900	5
WEDNESDAY	1	0901-1200	1
THURSDAY	5	1201-1500	3
FRIDAY	2	1501-1800	6
SATURDAY	4	1801-2100	6
		2101-2400	1

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	15
SWITCH TAMPERING	1
TRACK OBSTRUCTION	1
STONING OF TRAINS	6
SHOOTING OF TRAINS	1

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	0	0	0	1	6	0	0	8
2	0	1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	1	4	4	1	1	0	11
6	0	0	0	0	0	0	0	4	4
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	1	1	1	4	5	7	1	4	24

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF JUNE 1980

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	4	0001-0300	2
MONDAY	3	0301-0600	1
TUESDAY	2	0601-0900	2
WEDNESDAY	2	0901-1200	3
THURSDAY	4	1201-1500	4
FRIDAY	10	1501-1800	4
SATURDAY	5	1801-2100	13
		2101-2400	1

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	4
SWITCH TAMPERING	9
TRACK OBSTRUCTION	6
STONING OF TRAINS	5
SHOOTING OF TRAINS	6

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	1	0	0	1	5	0	5	12
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	4	1	2	3	1	1	0	12
6	1	0	0	0	0	0	0	5	6
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	1	5	1	2	4	6	1	10	30

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF JULY 1980

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	1	0001-0300	1
MONDAY	2	0301-0600	1
TUESDAY	2	0601-0900	0
WEDNESDAY	3	0901-1200	0
THURSDAY	3	1201-1500	1
FRIDAY	3	1501-1800	10
SATURDAY	1	1801-2100	1
		2101-2400	1

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	3
SWITCH TAMPERING	0
TRACK OBSTRUCTION	5
STONING OF TRAINS	7
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	1	1	0	1	3
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	1	2	0	3	1	1	0	8
6	0	0	0	0	0	0	0	0	0
7	0	0	0	0	1	0	1	2	4
8	0	0	0	0	0	0	0	0	0
TOTAL	0	1	2	0	5	2	2	3	15

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF AUGUST 1980

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	1	0001-0300	1
MONDAY	1	0301-0600	1
TUESDAY	2	0601-0900	2
WEDNESDAY	4	0901-1200	0
THURSDAY	3	1201-1500	1
FRIDAY	1	1501-1800	1
SATURDAY	1	1801-2100	7
		2101-2400	0

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	2
SWITCH TAMPERING	0
TRACK OBSTRUCTION	1
STONING OF TRAINS	9
SHOOTING OF TRAINS	1

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	1	0	0	0	1	2	2	6
2	2	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	1	2	0	0	0	0	0	3
6	0	0	1	0	0	0	0	0	1
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	1	0	0	0	1
TOTAL	2	2	3	0	1	1	2	2	13

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF SEPTEMBER 1980

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	4	0001-0300	0
MONDAY	7	0301-0600	1
TUESDAY	3	0601-0900	3
WEDNESDAY	1	0901-1200	0
THURSDAY	4	1201-1500	4
FRIDAY	3	1501-1800	8
SATURDAY	5	1801-2100	10
		2101-2400	1

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	10
SWITCH TAMPERING	1
TRACK OBSTRUCTION	2
STONING OF TRAINS	14
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	1	0	3	1	5
2	1	1	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	6	1	0	5	5	2	0	19
6	0	0	0	1	0	0	0	0	1
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	1	7	1	1	6	5	5	1	27

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF OCTOBER 1980

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	12	0001-0300	2
MONDAY	4	0301-0600	3
TUESDAY	3	0601-0900	7
WEDNESDAY	7	0901-1200	5
THURSDAY	5	1201-1500	4
FRIDAY	11	1501-1800	11
SATURDAY	9	1801-2100	11
		2101-2400	8

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	28
SWITCH TAMPERING	1
TRACK OBSTRUCTION	4
STONING OF TRAINS	18
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	1	0	0	0	0	1	0	2
2	0	1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	1	6	0	0	13	5	5	2	32
6	0	0	0	1	0	2	4	7	14
7	0	0	0	0	0	1	1	0	2
8	0	0	0	0	0	0	0	0	0
TOTAL	1	8	0	1	13	8	11	9	51

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF NOVEMBER 1980

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	2	0001-0300	2
MONDAY	9	0301-0600	1
TUESDAY	5	0601-0900	5
WEDNESDAY	3	0901-1200	1
THURSDAY	3	1201-1500	5
FRIDAY	5	1501-1800	10
SATURDAY	5	1801-2100	5
		2101-2400	3

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	14
SWITCH TAMPERING	2
TRACK OBSTRUCTION	5
STONING OF TRAINS	11
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	0	0	0	2	0	1	0	4
2	1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	1
5	0	1	1	0	2	5	1	7	17
6	0	0	0	0	0	3	0	2	5
7	0	0	0	0	0	0	2	2	4
8	0	0	0	0	0	0	0	0	0
TOTAL	2	2	1	0	4	8	4	11	32

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF DECEMBER 1980

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	6	0001-0300	2
MONDAY	8	0301-0600	2
TUESDAY	3	0601-0900	9
WEDNESDAY	2	0901-1200	6
THURSDAY	8	1201-1500	1
FRIDAY	4	1501-1800	7
SATURDAY	4	1801-2100	6
		2101-2400	2

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	14
SWITCH TAMPERING	0
TRACK OBSTRUCTION	3
STONING OF TRAINS	18
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	0	0	1	3	4
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	3	0	0	5	4	2	2	16
6	0	0	0	0	0	9	1	5	15
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	0	3	0	0	5	13	4	10	35

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF JANUARY 1981

WEEKDAY	VERSUS NUMBER	DAYTIME INTERVALS	VERSUS NUMBER
SUNDAY	1	0001-0300	2
MONDAY	1	0301-0600	1
TUESDAY	0	0601-0900	0
WEDNESDAY	1	0901-1200	0
THURSDAY	1	1201-1500	0
FRIDAY	0	1501-1800	1
SATURDAY	2	1801-2100	2
		2101-2400	0

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	0
SWITCH TAMPERING	0
TRACK OBSTRUCTION	0
STONING OF TRAINS	6
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	2	0	0	2
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	1	2	0	1	0	0	0	4
6	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	0	1	2	0	1	2	0	0	6

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF FEBRUARY 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	3	0001-0300	1
MONDAY	9	0301-0600	0
TUESDAY	3	0601-0900	2
WEDNESDAY	3	0901-1200	6
THURSDAY	5	1201-1500	3
FRIDAY	9	1501-1800	10
SATURDAY	5	1801-2100	8
		2101-2400	7

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	20
SWITCH TAMPERING	0
TRACK OBSTRUCTION	5
STONING OF TRAINS	12
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	0	1	0	0	1
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	8	3	0	6	6	3	4	30
6	3	0	0	1	0	0	0	0	4
7	0	0	0	0	0	0	1	1	2
8	0	0	0	0	0	0	0	0	0
TOTAL	3	8	3	1	6	7	4	5	37

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF MARCH 1981

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	15	0001-0300	5
MONDAY	8	0301-0600	0
TUESDAY	7	0601-0900	10
WEDNESDAY	7	0901-1200	2
THURSDAY	6	1201-1500	8
FRIDAY	6	1501-1800	14
SATURDAY	6	1801-2100	11
		2101-2400	5

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	16
SWITCH TAMPERING	3
TRACK OBSTRUCTION	10
STONING OF TRAINS	24
SHOOTING OF TRAINS	2

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	1	0	1	0	3	3	1	10
2	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	1
4	0	2	0	0	0	0	0	0	2
5	0	12	1	0	4	5	6	4	32
6	0	0	0	1	0	1	2	1	5
7	0	0	0	0	1	0	0	4	5
8	0	0	0	0	0	0	0	0	0
TOTAL	1	16	1	2	5	9	11	10	55

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF APRIL 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	6	0001-0300	1
MONDAY	10	0301-0600	0
TUESDAY	7	0601-0900	5
WEDNESDAY	2	0901-1200	3
THURSDAY	1	1201-1500	1
FRIDAY	3	1501-1800	10
SATURDAY	9	1801-2100	12
		2101-2400	6

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	11
SWITCH TAMPERING	0
TRACK OBSTRUCTION	6
STONING OF TRAINS	21
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	0	2	0	0	2
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	2	5	0	2	0	2	9	20
6	0	0	0	0	0	8	0	3	11
7	0	0	0	0	0	2	1	2	5
8	0	0	0	0	0	0	0	0	0
TOTAL	0	2	5	0	2	12	3	14	38

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF MAY 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	5	0001-0300	1
MONDAY	5	0301-0600	1
TUESDAY	4	0601-0900	4
WEDNESDAY	2	0901-1200	5
THURSDAY	2	1201-1500	1
FRIDAY	5	1501-1800	7
SATURDAY	5	1801-2100	8
		2101-2400	1

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	11
SWITCH TAMPERING	6
TRACK OBSTRUCTION	3
STONING OF TRAINS	8
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	0	0	0	0	3	0	0	4
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	1	0	1	4	2	4	4	16
6	1	0	1	0	0	4	1	1	8
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	2	1	1	1	4	9	5	5	28

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF JUNE 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	3	0001-0300	2
MONDAY	9	0301-0600	2
TUESDAY	1	0601-0900	7
WEDNESDAY	1	0901-1200	0
THURSDAY	3	1201-1500	1
FRIDAY	3	1501-1800	5
SATURDAY	7	1801-2100	6
		2101-2400	4

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	16
SWITCH TAMPERING	1
TRACK OBSTRUCTION	2
STONING OF TRAINS	8
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE	A	B	C	D	E	F	G	H	TOTAL
AREA									
1	0	0	0	0	0	1	0	0	1
2	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	1	1
5	0	2	0	0	5	3	2	1	13
6	1	0	0	1	0	3	1	5	11
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	1	3	0	1	5	7	3	7	27

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF JULY 1981

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	2	0001-0300	4
MONDAY	9	0301-0600	1
TUESDAY	3	0601-0900	1
WEDNESDAY	8	0901-1200	7
THURSDAY	8	1201-1500	6
FRIDAY	5	1501-1800	7
SATURDAY	5	1801-2100	10
		2101-2400	4

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	16
SWITCH TAMPERING	3
TRACK OBSTRUCTION	6
STONING OF TRAINS	14
SHOOTING OF TRAINS	1

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	1	4	0	4	9
2	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0
5	0	3	1	0	4	2	2	5	17
6	0	0	0	0	1	1	0	1	3
7	0	0	0	0	3	0	6	0	9
8	0	0	0	0	0	0	0	0	0
TOTAL	0	5	1	0	9	7	8	10	40

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF AUGUST 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	7	0001-0300	5
MONDAY	9	0301-0600	1
TUESDAY	2	0601-0900	5
WEDNESDAY	4	0901-1200	3
THURSDAY	4	1201-1500	3
FRIDAY	6	1501-1800	8
SATURDAY	5	1801-2100	5
		2101-2400	7

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	17
SWITCH TAMPERING	1
TRACK OBSTRUCTION	10
STONING OF TRAINS	8
SHOOTING OF TRAINS	1

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	2	2	0	1	1	2	3	2	13
2	0	0	0	0	0	1	0	0	1
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	3	0	0	2	2	5	5	17
6	0	0	0	0	0	0	0	1	1
7	0	0	0	0	0	5	0	0	5
8	0	0	0	0	0	0	0	0	0
TOTAL	2	5	0	1	3	10	8	8	37

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF SEPTEMBER 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	4	0001-0300	3
MONDAY	5	0301-0600	1
TUESDAY	6	0601-0900	4
WEDNESDAY	3	0901-1200	4
THURSDAY	8	1201-1500	9
FRIDAY	8	1501-1800	8
SATURDAY	2	1801-2100	5
		2101-2400	2

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	10
SWITCH TAMPERING	0
TRACK OBSTRUCTION	6
STONING OF TRAINS	20
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	1	0	0	0	1	4	6
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	4	1	1	2	12	2	3	25
6	0	0	0	0	0	1	0	0	1
7	0	0	0	0	0	0	0	4	4
8	0	0	0	0	0	0	0	0	0
TOTAL	0	4	2	1	2	13	3	11	36

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF OCTOBER 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	6	0001-0300	3
MONDAY	8	0301-0600	1
TUESDAY	5	0601-0900	7
WEDNESDAY	1	0901-1200	4
THURSDAY	7	1201-1500	3
FRIDAY	5	1501-1800	9
SATURDAY	7	1801-2100	7
		2101-2400	5

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	9
SWITCH TAMPERING	0
TRACK OBSTRUCTION	8
STONING OF TRAINS	21
SHOOTING OF TRAINS	1

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	0	1	0	2	3
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	1	2	2	1	2	16	0	24
6	3	0	0	0	0	0	0	1	4
7	0	0	0	0	0	6	0	2	8
8	0	0	0	0	0	0	0	0	0
TOTAL	3	1	2	2	1	9	16	5	39

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF NOVEMBER 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	4	0001-0300	6
MONDAY	5	0301-0600	0
TUESDAY	7	0601-0900	5
WEDNESDAY	2	0901-1200	3
THURSDAY	5	1201-1500	1
FRIDAY	9	1501-1800	6
SATURDAY	5	1801-2100	11
		2101-2400	5

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	19
SWITCH TAMPERING	2
TRACK OBSTRUCTION	5
STONING OF TRAINS	11
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	1	0	0	0	0	1
2	0	1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	1
5	0	5	2	0	4	0	1	6	18
6	0	0	0	0	0	8	8	0	16
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	0	7	2	1	4	8	9	6	37

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF DECEMBER 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	0	0001-0300	0
MONDAY	4	0301-0600	0
TUESDAY	5	0601-0900	3
WEDNESDAY	0	0901-1200	2
THURSDAY	0	1201-1500	3
FRIDAY	4	1501-1800	2
SATURDAY	1	1801-2100	2
		2101-2400	2

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	7
SWITCH TAMPERING	1
TRACK OBSTRUCTION	2
STONING OF TRAINS	4
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	1	0	1
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	1
6	0	0	0	0	0	4	0	8	12
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	0	0	1	0	0	4	1	8	14

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF JANUARY 1982

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	0	0001-0300	2
MONDAY	0	0301-0600	0
TUESDAY	1	0601-0900	0
WEDNESDAY	0	0901-1200	1
THURSDAY	1	1201-1500	0
FRIDAY	1	1501-1800	0
SATURDAY	1	1801-2100	1
		2101-2400	0

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	2
SWITCH TAMPERING	0
TRACK OBSTRUCTION	1
STONING OF TRAINS	1
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	1
6	0	0	0	0	0	1	0	2	3
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	0	1	0	0	0	1	0	2	4

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF FEBRUARY 1982

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	0	0001-0300	0
MONDAY	0	0301-0600	0
TUESDAY	1	0601-0900	0
WEDNESDAY	1	0901-1200	1
THURSDAY	2	1201-1500	0
FRIDAY	0	1501-1800	2
SATURDAY	0	1801-2100	1
		2101-2400	0

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	1
SWITCH TAMPERING	0
TRACK OBSTRUCTION	1
STONING OF TRAINS	2
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	1	0	0	0	0	2	0	3
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	0	1	1	0	0	0	2	0	4

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF MARCH 1982

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	2	0001-0300	1
MONDAY	0	0301-0600	0
TUESDAY	0	0601-0900	1
WEDNESDAY	3	0901-1200	0
THURSDAY	0	1201-1500	2
FRIDAY	2	1501-1800	1
SATURDAY	1	1801-2100	3
		2101-2400	0

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	6
SWITCH TAMPERING	0
TRACK OBSTRUCTION	1
STONING OF TRAINS	1
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	0	0	0	0	0	0	1	1
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	2	1	3
6	0	1	0	0	0	3	0	0	4
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	0	1	0	0	0	3	2	2	8

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF APRIL 1982

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	3	0001-0300	5
MONDAY	4	0301-0600	1
TUESDAY	7	0601-0900	8
WEDNESDAY	1	0901-1200	4
THURSDAY	6	1201-1500	3
FRIDAY	13	1501-1800	6
SATURDAY	3	1801-2100	6
		2101-2400	4

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	16
SWITCH TAMPERING	0
TRACK OBSTRUCTION	6
STONING OF TRAINS	15
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	0	0	0	1	2	0	2	6
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	1	0	3	0	6	3	9	22
6	0	0	0	0	0	8	1	0	9
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	1	1	0	3	1	16	4	11	37

REPORTED ACTS OF VANDALISM IN THE DETROIT AREA
DURING THE MONTH OF MAY 1982

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	5	0001-0300	4
MONDAY	13	0301-0600	0
TUESDAY	4	0601-0900	7
WEDNESDAY	4	0901-1200	7
THURSDAY	5	1201-1500	4
FRIDAY	5	1501-1800	7
SATURDAY	8	1801-2100	14
		2101-2400	1

CATEGORY VERSUS NUMBER

TRACK AND SIGNALS	21
SWITCH TAMPERING	3
TRACK OBSTRUCTION	2
STONING OF TRAINS	18
SHOOTING OF TRAINS	0

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	0	0	0	0	4	2	1	8
2	0	0	1	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	1
4	0	1	0	0	0	0	0	0	1
5	0	0	4	0	4	1	1	6	16
6	0	0	0	0	0	13	0	4	17
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	1	2	5	0	4	18	3	11	44

APPENDIX B

MONTHLY DATA REPORTS ON CARGO THEFTS IN THE DETROIT AREA

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF JUNE 1978

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	8	0001-0300	15
MONDAY	17	0301-0600	12
TUESDAY	16	0601-0900	18
WEDNESDAY	17	0901-1200	9
THURSDAY	27	1201-1500	10
FRIDAY	21	1501-1800	27
SATURDAY	17	1801-2100	26
		2101-2400	6

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	109
FOOD STUFF	3
WHISKEY	5
FURNITURE	0
MISCELLANEOUS	6

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	4	0	0	1	7	11	0	23
2	4	0	0	1	0	2	0	0	7
3	0	7	0	0	0	0	0	0	7
4	0	0	0	0	0	0	0	0	0
5	15	0	20	0	0	0	0	0	35
6	1	7	5	7	7	0	0	0	27
7	0	0	12	0	0	0	10	0	22
8	0	0	0	0	0	0	0	2	2
TOTAL	20	18	37	8	8	9	21	2	123

TOTAL NUMBER OF CARGO THEFTS	123
DOLLAR VALUE OF STOLEN CARGO	\$38,801
NUMBER OF ARRESTS	18

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF JULY 1978

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	5	0001-0300	7
MONDAY	9	0301-0600	14
TUESDAY	13	0601-0900	4
WEDNESDAY	10	0901-1200	5
THURSDAY	9	1201-1500	7
FRIDAY	4	1501-1800	6
SATURDAY	14	1801-2100	14
		2101-2400	7

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	49
FOOD STUFF	2
WHISKEY	7
FURNITURE	2
MISCELLANEOUS	4

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	2	4	0	0	2	4	14	0	26
2	3	0	0	1	0	1	0	0	5
3	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0
5	4	0	7	0	0	1	0	0	12
6	4	3	1	0	2	0	0	0	10
7	0	0	4	0	0	0	2	1	7
8	0	0	0	0	0	0	0	3	3
TOTAL	13	8	12	1	4	6	16	4	64

TOTAL NUMBER OF CARGO THEFTS	64
DOLLAR VALUE OF STOLEN CARGO	\$20,545
NUMBER OF ARRESTS	14

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF AUGUST 1978

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	9	0001-0300	12
MONDAY	13	0301-0600	12
TUESDAY	17	0601-0900	4
WEDNESDAY	17	0901-1200	15
THURSDAY	15	1201-1500	14
FRIDAY	8	1501-1800	12
SATURDAY	11	1801-2100	10
		2101-2400	11

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	66
FOOD STUFF	5
WHISKEY	4
FURNITURE	0
MISCELLANEOUS	15

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	6	0	0	1	8	9	0	25
2	3	0	0	0	3	2	0	0	8
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	12	0	16	0	0	3	0	0	31
6	8	9	4	0	1	1	0	0	23
7	0	0	0	0	0	0	3	0	3
8	0	0	0	0	0	0	0	0	0
TOTAL	24	15	20	0	5	14	12	0	90

TOTAL NUMBER OF CARGO THEFTS	90
DOLLAR VALUE OF STOLEN CARGO	\$22,957
NUMBER OF ARRESTS	10

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF SEPTEMBER 1978

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	10	0001-0300	11
MONDAY	15	0301-0600	9
TUESDAY	17	0601-0900	4
WEDNESDAY	10	0901-1200	15
THURSDAY	12	1201-1500	16
FRIDAY	11	1501-1800	13
SATURDAY	9	1801-2100	11
		2101-2400	5

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	58
FOOD STUFF	2
WHISKEY	10
FURNITURE	0
MISCELLANEOUS	14

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	2	1	0	1	2	4	0	11
2	6	0	0	0	1	2	0	1	10
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	16	0	13	0	0	2	0	0	31
6	9	8	7	0	1	0	0	0	25
7	0	0	0	0	0	0	5	0	5
8	0	0	0	0	0	0	0	2	2
TOTAL	32	10	21	0	3	6	9	3	84

TOTAL NUMBER OF CARGO THEFTS	84
DOLLAR VALUE OF STOLEN CARGO	\$32,592
NUMBER OF ARRESTS	22

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF OCTOBER 1978

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	18	0001-0300	9
MONDAY	19	0301-0600	6
TUESDAY	21	0601-0900	13
WEDNESDAY	17	0901-1200	17
THURSDAY	18	1201-1500	18
FRIDAY	13	1501-1800	26
SATURDAY	18	1801-2100	17
		2101-2400	18

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	99
FOOD STUFF	6
WHISKEY	7
FURNITURE	0
MISCELLANEOUS	12

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	7	0	0	1	7	5	0	20
2	3	0	0	0	2	1	0	0	6
3	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0
5	20	0	20	0	0	1	0	0	41
6	12	7	5	0	6	1	0	0	31
7	0	0	18	0	0	0	4	0	22
8	0	0	0	0	0	0	0	3	3
TOTAL	35	15	43	0	9	10	9	3	124

TOTAL NUMBER OF CARGO THEFTS	124
DOLLAR VALUE OF STOLEN CARGO	\$32,915
NUMBER OF ARRESTS	3

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF NOVEMBER 1978

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	15	0001-0300	13
MONDAY	16	0301-0600	10
TUESDAY	22	0601-0900	7
WEDNESDAY	21	0901-1200	16
THURSDAY	15	1201-1500	15
FRIDAY	14	1501-1800	17
SATURDAY	24	1801-2100	31
		2101-2400	18

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	105
FOOD STUFF	6
WHISKEY	5
FURNITURE	0
MISCELLANEOUS	11

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	2	7	0	0	1	15	13	0	38
2	5	0	0	0	2	1	0	0	8
3	0	5	0	0	0	0	0	0	5
4	0	0	0	0	0	0	0	0	0
5	12	0	1	0	19	3	0	0	35
6	9	8	5	0	5	0	0	0	27
7	0	0	9	0	0	0	0	2	11
8	0	0	0	0	0	2	0	1	3
TOTAL	28	20	15	0	27	21	13	3	127

TOTAL NUMBER OF CARGO THEFTS	127
DOLLAR VALUE OF STOLEN CARGO	\$39,022
NUMBER OF ARRESTS	13

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF DECEMBER 1978

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	19	0001-0300	17
MONDAY	11	0301-0600	12
TUESDAY	22	0601-0900	6
WEDNESDAY	12	0901-1200	14
THURSDAY	18	1201-1500	16
FRIDAY	20	1501-1800	14
SATURDAY	14	1801-2100	25
		2101-2400	12

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	98
FOOD STUFF	1
WHISKEY	5
FURNITURE	0
MISCELLANEOUS	12

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	3	5	0	0	0	26	0	0	34
2	2	0	0	0	6	1	0	0	9
3	0	7	0	0	0	0	0	0	7
4	0	2	0	0	0	0	0	0	2
5	14	0	0	0	16	0	0	0	30
6	5	3	3	3	12	1	0	0	27
7	0	0	7	0	0	0	0	0	7
8	0	0	0	0	0	0	0	0	0
TOTAL	24	17	10	3	34	28	0	0	116

TOTAL NUMBER OF CARGO THEFTS	116
DOLLAR VALUE OF STOLEN CARGO	\$42,830
NUMBER OF ARRESTS	15

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF JANUARY 1979

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	12	0001-0300	19
MONDAY	14	0301-0600	12
TUESDAY	18	0601-0900	6
WEDNESDAY	18	0901-1200	10
THURSDAY	17	1201-1500	13
FRIDAY	10	1501-1800	14
SATURDAY	12	1801-2100	17
		2101-2400	10

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	83
FOOD STUFF	5
WHISKEY	3
FURNITURE	0
MISCELLANEOUS	10

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE	A	B	C	D	E	F	G	H	TOTAL
AREA									
1	2	1	2	0	0	14	10	0	29
2	3	1	0	0	0	6	0	0	10
3	0	2	0	0	0	0	0	0	2
4	0	1	0	0	0	0	0	0	1
5	0	7	6	0	12	0	0	1	26
6	2	1	4	2	12	2	0	0	23
7	0	0	3	0	0	4	1	2	10
8	0	0	0	0	0	0	0	0	0
TOTAL	7	13	15	2	24	26	11	3	101

TOTAL NUMBER OF CARGO THEFTS	101
DOLLAR VALUE OF STOLEN CARGO	\$35,843
NUMBER OF ARRESTS	15

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF FEBRUARY 1979

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	8	0001-0300	15
MONDAY	11	0301-0600	14
TUESDAY	16	0601-0900	5
WEDNESDAY	13	0901-1200	12
THURSDAY	22	1201-1500	14
FRIDAY	14	1501-1800	11
SATURDAY	12	1801-2100	15
		2101-2400	10

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	89
FOOD STUFF	3
WHISKEY	1
FURNITURE	0
MISCELLANEOUS	3

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	2	0	0	4	17	8	0	31
2	1	0	0	1	0	0	0	0	2
3	0	3	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	0	0
5	4	7	2	0	11	1	0	0	25
6	3	3	6	4	16	0	0	0	32
7	0	0	1	0	0	0	0	2	3
8	0	0	0	0	0	0	0	0	0
TOTAL	8	15	9	5	31	18	8	2	96

TOTAL NUMBER OF CARGO THEFTS	96
DOLLAR VALUE OF STOLEN CARGO	\$41,499
NUMBER OF ARRESTS	14

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF MARCH 1979

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	21	0001-0300	13
MONDAY	16	0301-0600	12
TUESDAY	20	0601-0900	16
WEDNESDAY	25	0901-1200	13
THURSDAY	19	1201-1500	32
FRIDAY	18	1501-1800	18
SATURDAY	19	1801-2100	21
		2101-2400	13

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	112
FOOD STUFF	7
WHISKEY	3
FURNITURE	0
MISCELLANEOUS	16

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	6	1	2	0	2	16	11	0	38
2	0	0	0	0	1	5	0	0	6
3	0	5	0	0	0	0	0	0	5
4	0	0	0	0	0	0	0	0	0
5	7	17	0	0	4	13	1	0	42
6	12	5	3	1	15	0	0	4	40
7	0	0	6	0	0	0	1	0	7
8	0	0	0	0	0	0	0	0	0
TOTAL	25	28	11	1	22	34	13	4	138

TOTAL NUMBER OF CARGO THEFTS	138
DOLLAR VALUE OF STOLEN CARGO	\$43,302
NUMBER OF ARRESTS	15

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF APRIL 1979

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	13	0001-0300	17
MONDAY	9	0301-0600	15
TUESDAY	26	0601-0900	11
WEDNESDAY	15	0901-1200	10
THURSDAY	21	1201-1500	14
FRIDAY	20	1501-1800	19
SATURDAY	16	1801-2100	16
		2101-2400	18

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	107
FOOD STUFF	2
WHISKEY	0
FURNITURE	0
MISCELLANEOUS	11

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	0	4	0	1	12	8	0	26
2	8	0	0	0	2	3	0	0	13
3	0	8	0	0	0	0	0	0	8
4	0	0	0	0	0	0	0	0	0
5	1	12	4	1	25	1	0	0	44
6	6	2	3	1	13	0	0	1	26
7	0	0	0	0	0	1	0	2	3
8	0	0	0	0	0	0	0	0	0
TOTAL	16	22	11	2	41	17	8	3	120

TOTAL NUMBER OF CARGO THEFTS	120
DOLLAR VALUE OF STOLEN CARGO	\$94,955
NUMBER OF ARRESTS	20

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF MAY 1979

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	20	0001-0300	11
MONDAY	15	0301-0600	9
TUESDAY	17	0601-0900	9
WEDNESDAY	17	0901-1200	15
THURSDAY	14	1201-1500	14
FRIDAY	14	1501-1800	22
SATURDAY	21	1801-2100	30
		2101-2400	8

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	93
FOOD STUFF	4
WHISKEY	5
FURNITURE	2
MISCELLANEOUS	14

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	0	4	0	5	17	15	0	42
2	0	0	0	0	0	2	0	0	2
3	0	8	0	0	0	0	0	0	8
4	0	0	0	0	0	0	0	0	0
5	1	11	4	0	6	0	0	5	27
6	8	1	10	4	12	1	0	1	37
7	0	0	0	1	0	0	1	0	2
8	0	0	0	0	0	0	0	0	0
TOTAL	10	20	18	5	23	20	16	6	118

TOTAL NUMBER OF CARGO THEFTS	118
DOLLAR VALUE OF STOLEN CARGO	\$35,338
NUMBER OF ARRESTS	18

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF JUNE 1979

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	13	0001-0300	15
MONDAY	14	0301-0600	8
TUESDAY	10	0601-0900	12
WEDNESDAY	20	0901-1200	25
THURSDAY	19	1201-1500	13
FRIDAY	22	1501-1800	15
SATURDAY	20	1801-2100	19
		2101-2400	11

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	96
FOOD STUFF	5
WHISKEY	6
FURNITURE	2
MISCELLANEOUS	9

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	2	11	1	0	6	15	7	0	42
2	2	0	0	0	0	2	0	0	4
3	0	7	0	0	0	0	0	0	7
4	0	0	0	0	0	0	0	0	0
5	0	10	5	1	6	2	0	0	24
6	2	1	5	24	1	2	0	0	35
7	0	1	0	0	0	0	0	5	6
8	0	0	0	0	0	0	0	0	0
TOTAL	6	30	11	25	13	21	7	5	118

TOTAL NUMBER OF CARGO THEFTS	118
DOLLAR VALUE OF STOLEN CARGO	\$47,967
NUMBER OF ARRESTS	10

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF JULY 1979

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	10	0001-0300	11
MONDAY	8	0301-0600	8
TUESDAY	23	0601-0900	12
WEDNESDAY	16	0901-1200	19
THURSDAY	20	1201-1500	12
FRIDAY	17	1501-1800	12
SATURDAY	7	1801-2100	23
		2101-2400	4

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	79
FOOD STUFF	6
WHISKEY	7
FURNITURE	0
MISCELLANEOUS	9

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	12	1	0	1	14	4	0	32
2	5	0	0	0	0	0	0	0	5
3	0	4	0	1	0	0	0	0	5
4	1	0	0	0	0	0	0	0	1
5	6	2	1	0	12	0	0	0	21
6	4	5	0	1	15	5	0	0	30
7	0	0	0	0	0	4	0	0	4
8	0	0	3	0	0	0	0	0	3
TOTAL	16	23	5	2	28	23	4	0	101

TOTAL NUMBER OF CARGO THEFTS	101
DOLLAR VALUE OF STOLEN CARGO	\$37,054
NUMBER OF ARRESTS	24

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF AUGUST 1979

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	10	0001-0300	5
MONDAY	10	0301-0600	10
TUESDAY	4	0601-0900	9
WEDNESDAY	14	0901-1200	11
THURSDAY	22	1201-1500	18
FRIDAY	19	1501-1800	12
SATURDAY	8	1801-2100	16
		2101-2400	6

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	77
FOOD STUFF	0
WHISKEY	4
FURNITURE	0
MISCELLANEOUS	6

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	2	17	0	0	0	28	0	0	47
2	0	0	0	0	0	3	0	0	3
3	0	2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0
5	4	0	0	0	14	0	0	0	18
6	4	5	0	0	5	0	0	0	14
7	0	0	2	0	0	0	1	0	3
8	0	0	0	0	0	0	0	0	0
TOTAL	10	24	2	0	19	31	1	0	87

TOTAL NUMBER OF CARGO THEFTS	87
DOLLAR VALUE OF STOLEN CARGO	\$31,556
NUMBER OF ARRESTS	19

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF SEPTEMBER 1979

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	9	0001-0300	5
MONDAY	10	0301-0600	5
TUESDAY	17	0601-0900	11
WEDNESDAY	16	0901-1200	17
THURSDAY	9	1201-1500	20
FRIDAY	15	1501-1800	18
SATURDAY	15	1801-2100	13
		2101-2400	2

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	79
FOOD STUFF	2
WHISKEY	5
FURNITURE	1
MISCELLANEOUS	4

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	5	7	0	0	1	28	0	1	42
2	1	0	0	0	0	1	0	0	2
3	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0
5	10	0	1	0	7	0	0	0	18
6	8	7	0	1	10	1	0	0	27
7	0	0	0	0	0	0	0	0	0
8	0	0	1	0	0	0	0	0	1
TOTAL	24	15	2	1	18	30	0	1	91

TOTAL NUMBER OF CARGO THEFTS	91
DOLLAR VALUE OF STOLEN CARGO	\$48,156
NUMBER OF ARRESTS	21

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF OCTOBER 1979

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	20	0001-0300	17
MONDAY	29	0301-0600	8
TUESDAY	11	0601-0900	9
WEDNESDAY	24	0901-1200	24
THURSDAY	11	1201-1500	27
FRIDAY	20	1501-1800	22
SATURDAY	23	1801-2100	20
		2101-2400	11

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	101
FOOD STUFF	7
WHISKEY	12
FURNITURE	1
MISCELLANEOUS	17

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	12	8	1	0	1	36	0	1	59
2	2	0	0	0	1	0	0	0	3
3	0	6	0	0	0	0	0	0	6
4	0	0	0	0	0	0	0	0	0
5	8	0	7	0	5	0	0	0	20
6	14	7	3	2	12	1	0	4	43
7	0	0	1	0	0	3	3	0	7
8	0	0	0	0	0	0	0	0	0
TOTAL	36	21	12	2	19	40	3	5	138

TOTAL NUMBER OF CARGO THEFTS	138
DOLLAR VALUE OF STOLEN CARGO	\$74,847
NUMBER OF ARRESTS	25

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF NOVEMBER 1979

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	13	0001-0300	11
MONDAY	13	0301-0600	7
TUESDAY	4	0601-0900	2
WEDNESDAY	10	0901-1200	20
THURSDAY	14	1201-1500	9
FRIDAY	14	1501-1800	9
SATURDAY	6	1801-2100	7
		2101-2400	9

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	54
FOOD STUFF	3
WHISKEY	6
FURNITURE	2
MISCELLANEOUS	9

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	11	5	0	0	4	24	0	0	44
2	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0
5	5	1	1	0	2	0	0	0	9
6	5	0	0	2	9	0	0	2	18
7	0	0	0	0	0	0	1	0	1
8	0	0	0	0	0	0	0	0	0
TOTAL	21	8	1	2	15	24	1	2	74

TOTAL NUMBER OF CARGO THEFTS	74
DOLLAR VALUE OF STOLEN CARGO	\$143,522
NUMBER OF ARRESTS	14

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF DECEMBER 1979

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	13	0001-0300	12
MONDAY	8	0301-0600	3
TUESDAY	11	0601-0900	10
WEDNESDAY	14	0901-1200	13
THURSDAY	7	1201-1500	12
FRIDAY	15	1501-1800	14
SATURDAY	14	1801-2100	14
		2101-2400	4

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	68
FOOD STUFF	5
WHISKEY	6
FURNITURE	1
MISCELLANEOUS	2

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	5	5	0	0	0	19	0	0	29
2	1	1	0	0	0	0	0	0	2
3	0	9	0	0	0	0	0	0	9
4	0	0	0	0	0	0	0	0	0
5	4	0	4	0	2	0	0	0	10
6	9	3	5	2	10	2	0	1	32
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	19	18	9	2	12	21	0	1	82

TOTAL NUMBER OF CARGO THEFTS	82
DOLLAR VALUE OF STOLEN CARGO	\$134,703
NUMBER OF ARRESTS	12

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF JANUARY 1980

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	5	0001-0300	9
MONDAY	3	0301-0600	7
TUESDAY	15	0601-0900	9
WEDNESDAY	17	0901-1200	12
THURSDAY	10	1201-1500	17
FRIDAY	13	1501-1800	11
SATURDAY	13	1801-2100	7
		2101-2400	4

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	59
FOOD STUFF	5
WHISKEY	4
FURNITURE	0
MISCELLANEOUS	8

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	3	2	0	0	0	9	4	0	18
2	4	3	0	0	0	0	0	0	7
3	0	2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0
5	2	0	8	0	4	0	0	0	14
6	9	1	0	3	18	1	0	1	33
7	0	0	0	0	0	0	0	2	2
8	0	0	0	0	0	0	0	0	0
TOTAL	18	8	8	3	22	10	4	3	76

TOTAL NUMBER OF CARGO THEFTS	76
DOLLAR VALUE OF STOLEN CARGO	\$62,035
NUMBER OF ARRESTS	16

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF FEBRUARY 1980

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	5	0001-0300	5
MONDAY	9	0301-0600	8
TUESDAY	11	0601-0900	10
WEDNESDAY	20	0901-1200	18
THURSDAY	16	1201-1500	18
FRIDAY	15	1501-1800	9
SATURDAY	14	1801-2100	12
		2101-2400	10

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	73
FOOD STUFF	8
WHISKEY	0
FURNITURE	0
MISCELLANEOUS	9

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	11	1	0	0	0	17	1	0	30
2	2	6	0	0	0	0	0	0	8
3	0	5	0	0	0	0	0	0	5
4	0	0	0	0	0	0	0	0	0
5	4	3	2	6	0	0	0	0	15
6	6	6	0	3	12	3	0	1	31
7	0	0	0	0	0	0	0	1	1
8	0	0	0	0	0	0	0	0	0
TOTAL	23	21	2	9	12	20	1	2	90

TOTAL NUMBER OF CARGO THEFTS	90
DOLLAR VALUE OF STOLEN CARGO	\$50,312
NUMBER OF ARRESTS	19

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF MARCH 1980

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	14	0001-0300	11
MONDAY	3	0301-0600	4
TUESDAY	12	0601-0900	11
WEDNESDAY	5	0901-1200	8
THURSDAY	13	1201-1500	10
FRIDAY	14	1501-1800	13
SATURDAY	14	1801-2100	8
		2101-2400	10

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	51
FOOD STUFF	11
WHISKEY	4
FURNITURE	0
MISCELLANEOUS	9

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	3	0	0	1	19	1	0	25
2	3	1	0	0	0	0	0	0	4
3	0	4	0	0	0	0	0	0	4
4	0	0	0	0	0	0	0	0	0
5	0	3	0	0	6	0	0	0	9
6	7	0	4	2	8	0	0	1	22
7	0	0	0	0	0	3	0	8	11
8	0	0	0	0	0	0	0	0	0
TOTAL	11	11	4	2	15	22	1	9	75

TOTAL NUMBER OF CARGO THEFTS	75
DOLLAR VALUE OF STOLEN CARGO	\$60,467
NUMBER OF ARRESTS	10

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF APRIL 1980

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	11	0001-0300	9
MONDAY	11	0301-0600	5
TUESDAY	10	0601-0900	6
WEDNESDAY	15	0901-1200	13
THURSDAY	6	1201-1500	9
FRIDAY	11	1501-1800	11
SATURDAY	4	1801-2100	3
		2101-2400	12

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	44
FOOD STUFF	8
WHISKEY	3
FURNITURE	5
MISCELLANEOUS	8

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	3	2	0	0	0	1	9	0	15
2	0	0	0	0	0	0	2	0	2
3	0	5	0	0	0	0	0	0	5
4	0	1	0	0	0	0	0	0	1
5	0	2	1	3	2	3	0	0	11
6	3	0	3	3	16	0	0	1	26
7	0	0	0	0	0	3	0	5	8
8	0	0	0	0	0	0	0	0	0
TOTAL	6	10	4	6	18	7	11	6	68

TOTAL NUMBER OF CARGO THEFTS	68
DOLLAR VALUE OF STOLEN CARGO	\$20,453
NUMBER OF ARRESTS	4

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF MAY 1980

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	11	0001-0300	4
MONDAY	10	0301-0600	5
TUESDAY	10	0601-0900	3
WEDNESDAY	7	0901-1200	11
THURSDAY	6	1201-1500	16
FRIDAY	17	1501-1800	6
SATURDAY	6	1801-2100	16
		2101-2400	6

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	49
FOOD STUFF	12
WHISKEY	2
FURNITURE	1
MISCELLANEOUS	3

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	9	4	0	0	1	16	3	0	33
2	0	0	0	3	0	0	0	0	3
3	0	5	0	0	0	0	0	0	5
4	0	0	0	0	0	0	0	0	0
5	0	5	1	0	1	0	0	0	7
6	7	0	3	0	3	2	0	3	18
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	1	1
TOTAL	16	14	4	3	5	18	3	4	67

TOTAL NUMBER OF CARGO THEFTS	67
DOLLAR VALUE OF STOLEN CARGO	\$35,356
NUMBER OF ARRESTS	13

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF JUNE 1980

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	12	0001-0300	7
MONDAY	4	0301-0600	9
TUESDAY	7	0601-0900	2
WEDNESDAY	5	0901-1200	13
THURSDAY	12	1201-1500	6
FRIDAY	10	1501-1800	11
SATURDAY	6	1801-2100	5
		2101-2400	3

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	36
FOOD STUFF	4
WHISKEY	6
FURNITURE	0
MISCELLANEOUS	10

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	1	0	0	0	7	3	0	12
2	0	0	0	1	0	0	0	0	1
3	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0
5	0	4	3	0	15	0	0	0	22
6	9	0	6	0	2	1	0	2	20
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	10	6	9	1	17	8	3	2	56

TOTAL NUMBER OF CARGO THEFTS	56
DOLLAR VALUE OF STOLEN CARGO	\$22,842
NUMBER OF ARRESTS	4

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF JULY 1980

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	9	0001-0300	8
MONDAY	8	0301-0600	8
TUESDAY	12	0601-0900	4
WEDNESDAY	10	0901-1200	13
THURSDAY	8	1201-1500	10
FRIDAY	5	1501-1800	9
SATURDAY	9	1801-2100	6
		2101-2400	3

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	44
FOOD STUFF	5
WHISKEY	8
FURNITURE	0
MISCELLANEOUS	4

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	4	1	0	0	0	12	1	0	18
2	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0
5	0	2	1	0	8	0	0	0	11
6	13	0	8	1	3	1	0	0	26
7	0	0	0	0	0	4	0	0	4
8	0	0	0	0	0	0	0	0	0
TOTAL	17	5	9	1	11	17	1	0	61

TOTAL NUMBER OF CARGO THEFTS	61
DOLLAR VALUE OF STOLEN CARGO	\$23,107
NUMBER OF ARRESTS	7

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF AUGUST 1980

WEEKDAY VERSUS NUMBER

SUNDAY	6
MONDAY	9
TUESDAY	9
WEDNESDAY	8
THURSDAY	10
FRIDAY	15
SATURDAY	11

DAYTIME INTERVALS VERSUS NUMBER

0001-0300	8
0301-0600	8
0601-0900	6
0901-1200	10
1201-1500	7
1501-1800	12
1801-2100	12
2101-2400	5

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	44
FOOD STUFF	13
WHISKEY	4
FURNITURE	3
MISCELLANEOUS	4

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	0	1	0	0	0	23	2	0	26
2	0	0	0	2	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	2	7	2	0	3	0	0	0	14
6	9	0	7	2	4	3	0	0	25
7	0	0	1	0	0	0	0	0	1
8	0	0	0	0	0	0	0	0	0
TOTAL	11	8	10	4	7	26	2	0	68

TOTAL NUMBER OF CARGO THEFTS	68
DOLLAR VALUE OF STOLEN CARGO	\$11,616
NUMBER OF ARRESTS	3

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF SEPTEMBER 1980

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	11	0001-0300	8
MONDAY	12	0301-0600	12
TUESDAY	7	0601-0900	8
WEDNESDAY	12	0901-1200	4
THURSDAY	14	1201-1500	13
FRIDAY	7	1501-1800	13
SATURDAY	15	1801-2100	13
		2101-2400	7

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	46
FOOD STUFF	14
WHISKEY	2
FURNITURE	3
MISCELLANEOUS	13

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	7	4	0	0	0	7	8	0	26
2	0	0	0	0	0	0	0	0	0
3	0	4	0	0	0	0	0	0	4
4	0	0	0	0	0	0	0	0	0
5	0	6	3	0	14	0	0	0	23
6	13	0	2	3	4	2	0	0	24
7	0	0	1	0	0	0	0	0	1
8	0	0	0	0	0	0	0	0	0
TOTAL	20	14	6	3	18	9	8	0	78

TOTAL NUMBER OF CARGO THEFTS	78
DOLLAR VALUE OF STOLEN CARGO	\$46,997
NUMBER OF ARRESTS	0

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF OCTOBER 1980

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	13	0001-0300	19
MONDAY	16	0301-0600	12
TUESDAY	9	0601-0900	7
WEDNESDAY	11	0901-1200	8
THURSDAY	13	1201-1500	20
FRIDAY	16	1501-1800	8
SATURDAY	12	1801-2100	11
		2101-2400	5

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	46
FOOD STUFF	19
WHISKEY	13
FURNITURE	3
MISCELLANEOUS	9

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	7	1	0	0	1	12	6	0	27
2	2	0	0	0	0	0	0	0	2
3	0	2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0
5	0	3	7	0	18	0	0	0	28
6	8	0	4	4	3	10	0	0	29
7	0	0	0	0	0	0	1	1	2
8	0	0	0	0	0	0	0	0	0
TOTAL	17	6	11	4	22	22	7	1	90

TOTAL NUMBER OF CARGO THEFTS	90
DOLLAR VALUE OF STOLEN CARGO	\$28,573
NUMBER OF ARRESTS	11

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF NOVEMBER 1980

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	11	0001-0300	17
MONDAY	14	0301-0600	8
TUESDAY	10	0601-0900	1
WEDNESDAY	8	0901-1200	10
THURSDAY	15	1201-1500	21
FRIDAY	10	1501-1800	6
SATURDAY	10	1801-2100	2
		2101-2400	13

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	30
FOOD STUFF	10
WHISKEY	8
FURNITURE	0
MISCELLANEOUS	30

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	7	15	2	0	8	20	2	0	54
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	3	0	0	0	0	0	3
6	0	0	0	0	0	8	0	0	8
7	0	0	0	0	0	10	3	0	13
8	0	0	0	0	0	0	0	0	0
TOTAL	7	15	5	0	8	38	5	0	78

TOTAL NUMBER OF CARGO THEFTS	78
DOLLAR VALUE OF STOLEN CARGO	\$25,884
NUMBER OF ARRESTS	9

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF DECEMBER 1980

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	27	0001-0300	7
MONDAY	12	0301-0600	13
TUESDAY	20	0601-0900	7
WEDNESDAY	6	0901-1200	20
THURSDAY	10	1201-1500	22
FRIDAY	12	1501-1800	13
SATURDAY	15	1801-2100	5
		2101-2400	15

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	69
FOOD STUFF	8
WHISKEY	6
FURNITURE	0
MISCELLANEOUS	19

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE	A	B	C	D	E	F	G	H	TOTAL
AREA									
1	23	1	0	0	1	19	2	0	46
2	0	0	0	0	0	0	0	0	0
3	0	5	0	0	0	0	0	0	5
4	0	0	0	0	0	0	0	0	0
5	0	2	9	0	12	0	0	0	23
6	6	0	0	4	4	12	0	0	26
7	0	0	0	0	0	2	0	0	2
8	0	0	0	0	0	0	0	0	0
TOTAL	29	8	9	4	17	33	2	0	102

TOTAL NUMBER OF CARGO THEFTS	102
DOLLAR VALUE OF STOLEN CARGO	\$26,788
NUMBER OF ARRESTS	3

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF JANUARY 1981

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	10	0001-0300	10
MONDAY	8	0301-0600	5
TUESDAY	7	0601-0900	0
WEDNESDAY	14	0901-1200	6
THURSDAY	4	1201-1500	13
FRIDAY	9	1501-1800	8
SATURDAY	5	1801-2100	8
		2101-2400	7

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	42
FOOD STUFF	3
WHISKEY	5
FURNITURE	1
MISCELLANEOUS	6

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	11	0	0	0	1	15	2	0	29
2	0	0	0	0	0	2	0	0	2
3	0	2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0
5	0	6	2	0	5	0	0	0	13
6	0	0	3	1	4	2	0	0	10
7	0	0	1	0	0	0	0	0	1
8	0	0	0	0	0	0	0	0	0
TOTAL	11	8	6	1	10	19	2	0	57

TOTAL NUMBER OF CARGO THEFTS	57
DOLLAR VALUE OF STOLEN CARGO	\$21,200
NUMBER OF ARRESTS	3

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF FEBRUARY 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	20	0001-0300	15
MONDAY	15	0301-0600	9
TUESDAY	18	0601-0900	9
WEDNESDAY	12	0901-1200	10
THURSDAY	9	1201-1500	15
FRIDAY	9	1501-1800	12
SATURDAY	8	1801-2100	11
		2101-2400	10

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	64
FOOD STUFF	8
WHISKEY	4
FURNITURE	0
MISCELLANEOUS	15

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE	A	B	C	D	E	F	G	H	TOTAL
AREA									
1	21	0	0	0	0	17	2	0	40
2	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0
5	5	11	3	2	8	0	0	0	29
6	11	0	2	5	0	1	0	0	19
7	0	0	0	0	0	1	0	1	2
8	0	0	0	0	0	0	0	0	0
TOTAL	37	12	5	7	8	19	2	1	91

TOTAL NUMBER OF CARGO THEFTS	91
DOLLAR VALUE OF STOLEN CARGO	\$46,116
NUMBER OF ARRESTS	4

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF MARCH 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	9	0001-0300	12
MONDAY	14	0301-0600	16
TUESDAY	13	0601-0900	1
WEDNESDAY	5	0901-1200	7
THURSDAY	10	1201-1500	14
FRIDAY	10	1501-1800	8
SATURDAY	11	1801-2100	9
		2101-2400	5

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	54
FOOD STUFF	5
WHISKEY	3
FURNITURE	1
MISCELLANEOUS	9

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	7	2	0	0	0	23	6	0	38
2	0	0	0	0	0	0	0	0	0
3	0	4	0	0	0	0	0	0	4
4	0	0	0	0	0	0	0	0	0
5	0	6	1	0	7	0	0	0	14
6	5	0	1	3	2	2	0	0	13
7	0	0	0	0	0	1	1	1	3
8	0	0	0	0	0	0	0	0	0
TOTAL	12	12	2	3	9	26	7	1	72

TOTAL NUMBER OF CARGO THEFTS	72
DOLLAR VALUE OF STOLEN CARGO	\$20,893
NUMBER OF ARRESTS	8

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF APRIL 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	12	0001-0300	8
MONDAY	10	0301-0600	7
TUESDAY	2	0601-0900	4
WEDNESDAY	12	0901-1200	7
THURSDAY	9	1201-1500	13
FRIDAY	5	1501-1800	9
SATURDAY	12	1801-2100	5
		2101-2400	9

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	36
FOOD STUFF	6
WHISKEY	4
FURNITURE	1
MISCELLANEOUS	15

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	9	3	0	1	0	13	4	0	30
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	8	3	0	8	0	0	0	19
6	6	0	1	0	2	0	0	0	9
7	0	0	0	0	0	4	0	0	4
8	0	0	0	0	0	0	0	0	0
TOTAL	15	11	4	1	10	17	4	0	62

TOTAL NUMBER OF CARGO THEFTS	62
DOLLAR VALUE OF STOLEN CARGO	\$17,819
NUMBER OF ARRESTS	13

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF MAY 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	5	0001-0300	5
MONDAY	4	0301-0600	8
TUESDAY	8	0601-0900	6
WEDNESDAY	13	0901-1200	8
THURSDAY	6	1201-1500	5
FRIDAY	5	1501-1800	5
SATURDAY	5	1801-2100	5
		2101-2400	4

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	35
FOOD STUFF	5
WHISKEY	0
FURNITURE	0
MISCELLANEOUS	6

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	4	0	0	0	0	17	1	0	22
2	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0
5	1	6	3	0	5	0	0	0	15
6	3	0	1	1	0	2	0	0	7
7	0	0	0	0	0	1	0	0	1
8	0	0	0	0	0	0	0	0	0
TOTAL	8	7	4	1	5	20	1	0	46

TOTAL NUMBER OF CARGO THEFTS	46
DOLLAR VALUE OF STOLEN CARGO	\$11,711
NUMBER OF ARRESTS	4

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF JUNE 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	2	0001-0300	0
MONDAY	7	0301-0600	2
TUESDAY	7	0601-0900	1
WEDNESDAY	2	0901-1200	1
THURSDAY	2	1201-1500	7
FRIDAY	5	1501-1800	3
SATURDAY	3	1801-2100	7
		2101-2400	7

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	13
FOOD STUFF	3
WHISKEY	7
FURNITURE	2
MISCELLANEOUS	3

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	3	2	0	0	0	4	0	0	9
2	0	0	0	1	0	0	0	0	1
3	0	3	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	0	0
5	1	6	3	0	2	0	0	0	12
6	0	2	0	0	0	1	0	0	3
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	4	13	3	1	2	5	0	0	28

TOTAL NUMBER OF CARGO THEFTS	28
DOLLAR VALUE OF STOLEN CARGO	\$7,159
NUMBER OF ARRESTS	3

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF JULY 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	8	0001-0300	7
MONDAY	5	0301-0600	4
TUESDAY	9	0601-0900	6
WEDNESDAY	7	0901-1200	7
THURSDAY	10	1201-1500	4
FRIDAY	6	1501-1800	5
SATURDAY	4	1801-2100	8
		2101-2400	8

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	33
FOOD STUFF	11
WHISKEY	1
FURNITURE	0
MISCELLANEOUS	4

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	4	1	0	0	1	9	1	0	16
2	1	0	0	0	0	0	0	0	1
3	0	2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0
5	3	2	3	0	11	1	0	0	20
6	2	0	0	0	3	2	0	0	7
7	0	0	0	0	0	2	1	0	3
8	0	0	0	0	0	0	0	0	0
TOTAL	10	5	3	0	15	14	2	0	49

TOTAL NUMBER OF CARGO THEFTS	49
DOLLAR VALUE OF STOLEN CARGO	\$12,836
NUMBER OF ARRESTS	7

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF AUGUST 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	16	0001-0300	4
MONDAY	15	0301-0600	4
TUESDAY	5	0601-0900	3
WEDNESDAY	4	0901-1200	16
THURSDAY	5	1201-1500	8
FRIDAY	5	1501-1800	10
SATURDAY	12	1801-2100	9
		2101-2400	9

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	26
FOOD STUFF	8
WHISKEY	3
FURNITURE	1
MISCELLANEOUS	25

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	1	3	0	0	0	11	0	0	15
2	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	1
4	0	2	0	0	0	0	0	0	2
5	0	8	8	0	10	1	0	0	27
6	6	0	0	3	3	1	0	3	16
7	0	0	0	0	0	2	0	0	2
8	0	0	0	0	0	0	0	0	0
TOTAL	7	14	8	3	13	15	0	3	63

TOTAL NUMBER OF CARGO THEFTS	63
DOLLAR VALUE OF STOLEN CARGO	\$20,470
NUMBER OF ARRESTS	11

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF SEPTEMBER 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	5	0001-0300	16
MONDAY	8	0301-0600	2
TUESDAY	5	0601-0900	2
WEDNESDAY	5	0901-1200	1
THURSDAY	2	1201-1500	3
FRIDAY	8	1501-1800	5
SATURDAY	8	1801-2100	7
		2101-2400	5

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	26
FOOD STUFF	3
WHISKEY	2
FURNITURE	0
MISCELLANEOUS	10

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	3	0	0	0	0	7	4	0	14
2	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	1
4	5	0	0	0	0	0	0	0	5
5	0	4	2	0	2	2	0	0	10
6	0	0	0	0	2	2	0	0	4
7	0	0	0	0	0	2	4	1	7
8	0	0	0	0	0	0	0	0	0
TOTAL	8	5	2	0	4	13	8	1	41

TOTAL NUMBER OF CARGO THEFTS	41
DOLLAR VALUE OF STOLEN CARGO	\$16,254
NUMBER OF ARRESTS	7

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF OCTOBER 1981

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	12	0001-0300	9
MONDAY	13	0301-0600	8
TUESDAY	11	0601-0900	6
WEDNESDAY	11	0901-1200	14
THURSDAY	9	1201-1500	11
FRIDAY	9	1501-1800	8
SATURDAY	10	1801-2100	10
		2101-2400	9

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	50
FOOD STUFF	12
WHISKEY	1
FURNITURE	0
MISCELLANEOUS	12

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	6	1	0	1	10	5	0	0	23
2	0	0	0	0	0	0	0	0	0
3	0	8	0	0	0	0	0	0	8
4	0	0	0	0	0	0	0	0	0
5	0	1	11	0	6	0	4	4	26
6	2	0	0	1	13	1	0	1	18
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	8	10	11	2	29	6	4	5	75

TOTAL NUMBER OF CARGO THEFTS	75
DOLLAR VALUE OF STOLEN CARGO	\$42,660
NUMBER OF ARRESTS	3

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF NOVEMBER 1981

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	8	0001-0300	10
MONDAY	11	0301-0600	4
TUESDAY	5	0601-0900	5
WEDNESDAY	6	0901-1200	15
THURSDAY	10	1201-1500	9
FRIDAY	17	1501-1800	6
SATURDAY	8	1801-2100	11
		2101-2400	5

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	53
FOOD STUFF	7
WHISKEY	0
FURNITURE	0
MISCELLANEOUS	5

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	5	0	0	1	0	13	8	0	27
2	0	0	0	0	0	0	0	0	0
3	0	4	0	0	0	0	0	0	4
4	0	0	0	0	0	0	0	0	0
5	0	3	1	0	11	1	0	0	16
6	1	0	1	1	5	9	0	1	18
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	6	7	2	2	16	23	8	1	65

TOTAL NUMBER OF CARGO THEFTS	65
DOLLAR VALUE OF STOLEN CARGO	\$20,567
NUMBER OF ARRESTS	3

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF DECEMBER 1981

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	12	0001-0300	6
MONDAY	9	0301-0600	9
TUESDAY	11	0601-0900	3
WEDNESDAY	7	0901-1200	11
THURSDAY	4	1201-1500	2
FRIDAY	6	1501-1800	10
SATURDAY	11	1801-2100	9
		2101-2400	10

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	38
FOOD STUFF	3
WHISKEY	5
FURNITURE	0
MISCELLANEOUS	14

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	8	0	0	0	0	12	1	0	21
2	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0
5	0	2	0	0	9	0	0	0	11
6	6	0	6	1	9	3	0	1	26
7	0	0	0	0	0	0	0	1	1
8	0	0	0	0	0	0	0	0	0
TOTAL	14	3	6	1	18	15	1	2	60

TOTAL NUMBER OF CARGO THEFTS	60
DOLLAR VALUE OF STOLEN CARGO	\$13,601
NUMBER OF ARRESTS	4

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF JANUARY 1982

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	4	0001-0300	2
MONDAY	4	0301-0600	2
TUESDAY	10	0601-0900	1
WEDNESDAY	8	0901-1200	4
THURSDAY	8	1201-1500	13
FRIDAY	2	1501-1800	7
SATURDAY	9	1801-2100	9
		2101-2400	7

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	33
FOOD STUFF	1
WHISKEY	0
FURNITURE	2
MISCELLANEOUS	9

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	14	0	0	0	0	2	0	0	16
2	1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	4	0	0	4	0	0	0	8
6	9	0	2	0	5	4	0	0	20
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	24	4	2	0	9	6	0	0	45

TOTAL NUMBER OF CARGO THEFTS	45
DOLLAR VALUE OF STOLEN CARGO	\$14,761
NUMBER OF ARRESTS	3

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF FEBRUARY 1982

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	3	0001-0300	6
MONDAY	5	0301-0600	5
TUESDAY	6	0601-0900	1
WEDNESDAY	8	0901-1200	3
THURSDAY	7	1201-1500	4
FRIDAY	8	1501-1800	7
SATURDAY	12	1801-2100	10
		2101-2400	13

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	38
FOOD STUFF	4
WHISKEY	1
FURNITURE	0
MISCELLANEOUS	6

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE	A	B	C	D	E	F	G	H	TOTAL
AREA									
1	17	1	0	0	0	0	3	0	21
2	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0
5	2	1	1	1	5	2	0	0	12
6	3	0	1	0	5	3	0	0	12
7	0	0	0	0	1	1	0	0	2
8	0	0	0	0	0	0	0	0	0
TOTAL	22	4	2	1	11	6	3	0	49

TOTAL NUMBER OF CARGO THEFTS 49
DOLLAR VALUE OF STOLEN CARGO \$14,497
NUMBER OF ARRESTS 1

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF MARCH 1982

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	5	0001-0300	8
MONDAY	8	0301-0600	4
TUESDAY	8	0601-0900	2
WEDNESDAY	10	0901-1200	6
THURSDAY	10	1201-1500	5
FRIDAY	9	1501-1800	4
SATURDAY	7	1801-2100	13
		2101-2400	15

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	44
FOOD STUFF	2
WHISKEY	2
FURNITURE	0
MISCELLANEOUS	9

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	19	1	0	0	0	8	5	0	33
2	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	1	1
6	3	9	2	0	4	2	0	1	21
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	22	12	2	0	4	10	5	2	57

TOTAL NUMBER OF CARGO THEFTS	57
DOLLAR VALUE OF STOLEN CARGO	\$20,550
NUMBER OF ARRESTS	6

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF APRIL 1982

WEEKDAY VERSUS NUMBER		DAYTIME INTERVALS VERSUS NUMBER	
SUNDAY	6	0001-0300	13
MONDAY	4	0301-0600	4
TUESDAY	6	0601-0900	2
WEDNESDAY	5	0901-1200	6
THURSDAY	9	1201-1500	4
FRIDAY	12	1501-1800	4
SATURDAY	6	1801-2100	12
		2101-2400	3

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	37
FOOD STUFF	1
WHISKEY	3
FURNITURE	0
MISCELLANEOUS	7

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	5	0	0	0	0	15	1	0	21
2	2	0	0	0	0	0	0	0	2
3	0	2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0
5	0	1	0	0	2	0	0	0	3
6	5	1	1	0	7	4	0	2	20
7	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0
TOTAL	12	4	1	0	9	19	1	2	48

TOTAL NUMBER OF CARGO THEFTS _____ 48
DOLLAR VALUE OF STOLEN CARGO _____ \$13,307
NUMBER OF ARRESTS _____ 2

REPORTED CARGO THEFTS IN THE DETROIT AREA
DURING THE MONTH OF MAY 1982

WEEKDAY VERSUS NUMBER DAYTIME INTERVALS VERSUS NUMBER

SUNDAY	1	0001-0300	8
MONDAY	5	0301-0600	2
TUESDAY	4	0601-0900	7
WEDNESDAY	7	0901-1200	2
THURSDAY	11	1201-1500	3
FRIDAY	12	1501-1800	7
SATURDAY	6	1801-2100	11
		2101-2400	6

COMMODITY VERSUS NUMBER

TIRES AND AUTO PARTS	30
FOOD STUFF	7
WHISKEY	1
FURNITURE	1
MISCELLANEOUS	7

NUMBER VERSUS GEOGRAPHICAL REGION

ZONE AREA	A	B	C	D	E	F	G	H	TOTAL
1	8	0	0	0	0	6	1	0	15
2	0	0	0	0	0	0	0	0	0
3	0	3	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	0	0
5	0	3	0	0	3	0	1	4	11
6	4	1	0	0	6	5	0	0	16
7	0	0	0	0	0	0	0	0	0
8	0	0	1	0	0	0	0	0	1
TOTAL	12	7	1	0	9	11	2	4	46

TOTAL NUMBER OF CARGO THEFTS	46
DOLLAR VALUE OF STOLEN CARGO	\$13,529
NUMBER OF ARRESTS	0

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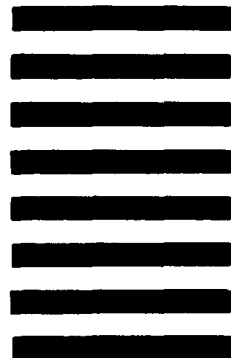


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